



COMMUNITY **Livability**Plan

All Roads Lead Home

I-710 Corridor Neighborhoods
LONG BEACH CALIFORNIA

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LONG BEACH, CALIFORNIA

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Table of Contents

GUIDE TO THE DOCUMENT.....iii

PROJECT & PROCESS.....1

EXISTING CONDITIONS.....9

CULTURAL NEEDS ASSESSMENT.....23

THE COMMUNITY LIVABILITY PLAN.....31

APPENDIX

List of Figures & Tables

FIGURE 1-1: PLAN AREA	1	FIGURE 4-1: COMMUNITY ASSETS.....	32
FIGURE 1-2: VICINITY.....	2	FIGURE 4-2: CORRIDOR IMPROVEMENTS	36
FIGURE 1-3: COMMUNITY LIVABILITY ISSUES AT MULTIPLE SCALES	3	TABLE 4-1: CORRIDOR RECOMMENDATIONS	37
FIGURE 1-4: PROJECT PROCESS.....	4	FIGURE 4-3: NEIGHBORHOOD IMPROVEMENTS.....	40
FIGURE 1-5: COMMUNITY STAKEHOLDER PRESENTATIONS MAP	5	TABLE 4-2: NORTH CORRIDOR RECOMMENDATIONS	45
FIGURE 1-6: COUNCIL DISTRICTS WITHIN THE PLAN AREA.....	6	TABLE 4-3: CENTRAL CORRIDOR RECOMMENDATIONS	47
FIGURE 1-7: ROUTE OF SITE TOUR.....	7	TABLE 4-4: SOUTH CORRIDOR RECOMMENDATIONS	49
FIGURE 2-1: GENERAL PLAN LAND USE MAP	10	TABLE 4-5: WEST CORRIDOR RECOMMENDATIONS.....	51
FIGURE 2-2: EXISTING LAND USE MAP.....	10	FIGURE 4-4: NEIGHBORHOOD CONCEPTUAL PLANS KEY MAP	52
FIGURE 2-3: EXISTING & PROPOSED MOBILITY OPTIONS.....	11	FIGURE 4-5: ARTESIA BOULEVARD SAFE ROUTE TO SCHOOL.....	53
FIGURE 2-4: TRANSIT RIDERSHIP.....	12	FIGURE 4-6: NORTH LONG BEACH TREE BUFFER.....	54
FIGURE 2-5: AVERAGE DAILY TRAFFIC FLOW	12	FIGURE 4-7: SOUTH STREET PARKWAY	55
FIGURE 2-6: MAJOR CORRIDOR STUDY HYBRID DESIGN CONCEPT	13	FIGURE 4-8: WRIGLEY HEIGHTS RIVERLINK CONNECTOR, BUFFER AND PE- DESTRIAN BRIDGE	56
FIGURE 2-7: REDEVELOPMENT PROJECT AREAS.....	19	FIGURE 4-9: TANAKA GREENBELT AND TANAKA PARK EXPANSION	57
FIGURE 2-8: PROJECT IMPACT LOCATION MAP.....	20	FIGURE 4-10: VETERAN’S PARK / BLUE LINE BIKE PATH	58
FIGURE 3-1: CORRIDOR SUBAREAS.....	23	FIGURE 4-11: HILL STREET OPEN SPACE CONNECTOR	59
FIGURE 3-2: RESIDENTIAL LOCATIONS OF WORKSHOP PARTICIPANTS	24	FIGURE 4-12: 14TH STREET PARK EXPANSION AND ANAHEIM STREET RIVER CONNECTION	60
TABLE 3-1: DEMOGRAPHIC CHARACTERISTICS - NORTH	25	FIGURE 4-13: OCEAN BOULEVARD GREENING.....	61
TABLE 3-2: DEMOGRAPHIC CHARACTERISTICS - CENTRAL.....	25	FIGURE 4-14: LIVABLE SCHOOLS CONCEPT.....	62
TABLE 3-3: DEMOGRAPHIC CHARACTERISTICS - SOUTH.....	26	FIGURE 4-15: ALLEY GREENING CONCEPTS	63
TABLE 3-4: DEMOGRAPHIC CHARACTERISTICS - WEST	26		
TABLE 3-5: RESIDENT COMMENT CATEGORIES.....	27		
TABLE 3-6: CORRIDOR-WIDE WORKSHOP RESPONSES - CONCERNS	28		
TABLE 3-7: CORRIDOR-WIDE WORKSHOP RESPONSES - STRENGTHS	28		
TABLE 3-8: CORRIDOR-WIDE WORKSHOP RESPONSES - CHANGES.....	28		
TABLE 3-9: NORTH CORRIDOR CHANGES.....	29		
TABLE 3-10: CENTRAL CORRIDOR CHANGES	29		
TABLE 3-11: SOUTH CORRIDOR CHANGES.....	30		
TABLE 3-12: WEST CORRIDOR CHANGES	30		



Guide to the Document

The Plan that follows is organized into the following chapters:

Chapter 1: Project & Process

Chapter One provides an introduction to the project, a description of the Plan area, a discussion of community livability as a concept and its specific application in the I-710 corridor in Long Beach, and a summary of the project process and components.

Chapter 2: Existing Conditions

Chapter Two summarizes the existing conditions within the Plan area, including land use, mobility options, transit and traffic. This chapter also includes summaries of the key existing state, regional, subregional and City planning efforts related to the corridor with the potential to impact community livability.

Chapter 3: Cultural Needs Assessment

Chapter Three summarizes the Corridor Plan area demographics. In addition to describing “who” the corridor is, it also describes “what” the needs and priorities are of corridor residents, with regard to livability issues, by category of issue, as expressed to the project team in the outreach conducted as part of this planning process.

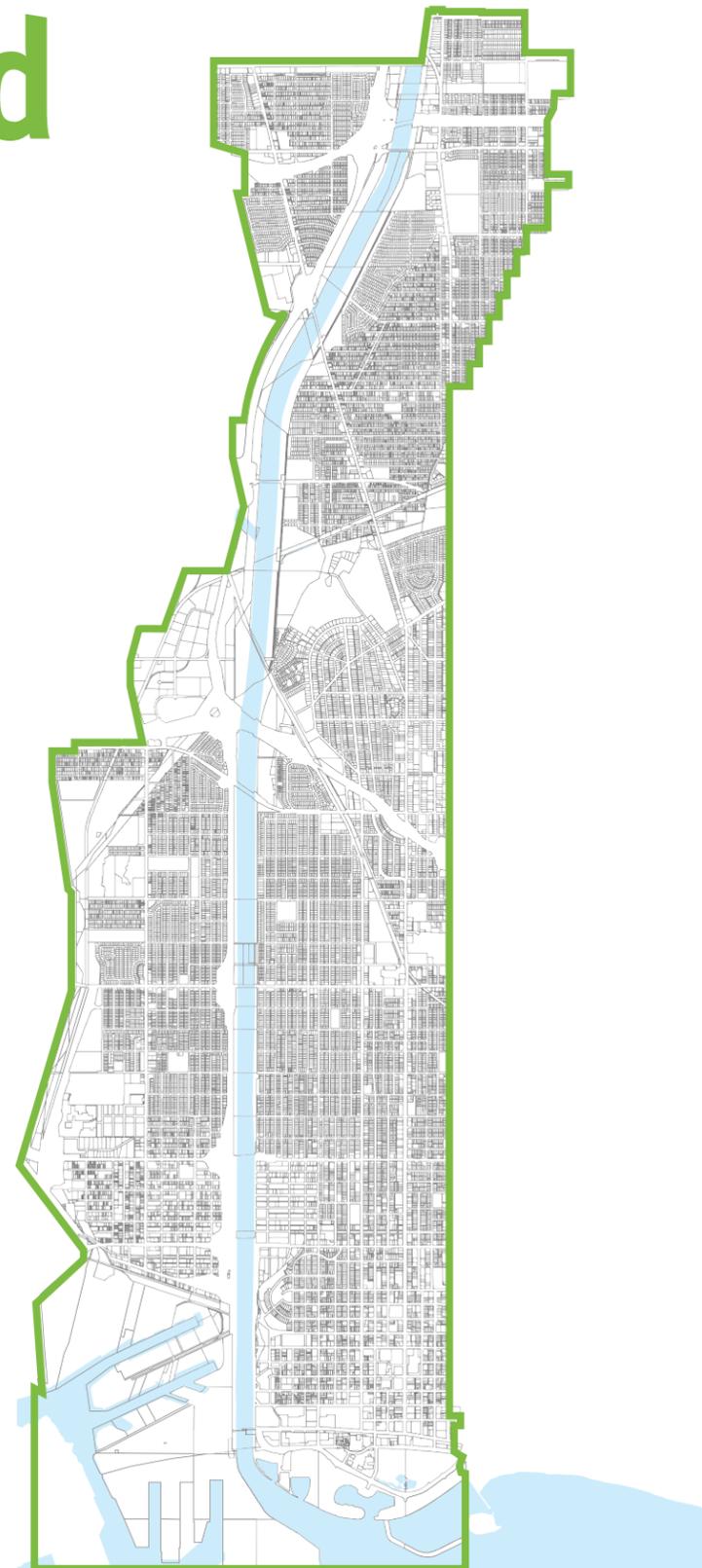
Chapter 4: The Community Livability Plan

The Plan chapter includes a compilation of community assets identified in the corridor area, as well as a set of recommendations relating to livability improvements that should be made corridor wide, and those that apply specifically to corridor neighborhoods. The regional context for livability issues is also touched on in this chapter. Finally, the Plan includes 15 Livability Plan design concepts developed to illustrate livability improvements that may be made in specific locations in neighborhoods throughout the corridor.

Appendix

The Appendix, in a separate volume, incorporates the project schedule, Working Group meeting notes, comments from the Councilmember interviews, comments from the first round of community outreach presentations, a general list of comments as well as a categorized list residents made at the four Neighborhood Design Workshops, and a list of comments made at the three Design Review Meetings.

All Roads Lead Home



Committing to develop and implement a Community Livability Plan for the I-710 corridor neighborhoods in the City of Long Beach is a natural outgrowth of a single crucial realization: neighborhoods within the I-710 corridor bear a disproportionate share of the negative impacts resulting from the operation of the I-710 Freeway and the Ports. Further, they receive few of the benefits derived from the \$3 billion in goods that arrive through the two Ports and are transported through their neighborhoods. This **Plan** seeks to bring a better **balance** between residents' exposure to environmental and health hazards, and the benefits and investments they want and need in order to maintain a **healthy** environment in which to live, learn, work and play. The I-710 corridor is part of a network of **pathways** for goods arriving from international markets and distributed to the rest of the United States. This corridor includes some of the most heavily

used freeways, roadways and railways that are a part of the nation's goods movement system. Yet we cannot lose sight of the fact that in this more than 16 square mile area of our City, **all roads lead home**. This corridor is home to over 190,000 of our City's residents – nearly 40% of our total population. Nineteen of our parks and recreation areas are here. Twenty four of our City's schools are in this corridor. The Los Angeles River corridor is a prominent feature here as well, with its **linkages** to the rest of the Los Angeles basin upstream for water, wildlife, and recreation. It will be critical to maximize the quality of life benefits to corridor neighborhoods from the developing network of RiverLink parks and greenbelts. We must be mindful that this corridor is **a place for people** – a place where people want a high quality of life and a healthy, prosperous and livable future. This is a future that the residents who call this corridor home **deserve**.

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Chapter One

INTRODUCTION

In 2006 the City of Long Beach received a Caltrans Environmental Justice Planning Grant to develop a Community Livability Plan, an initiative to address quality of life issues for City neighborhoods that are affected by the I-710 freeway. A variety of public agencies, including the Gateway Cities Council of Governments, the South Coast Air Quality Management District and the Long Beach Department of Health and Human Services, have documented the impacts the I-710 has had on individuals who live adjacent to this active goods movement corridor. These impacts—including traffic, noise, emissions, air quality, as well as associated public health implications—are of considerable concern to the community and its leadership. The City therefore conceived of this project to identify and prioritize the community’s collective vision for livability improvements that can and should be made in I-710 corridor neighborhoods.

With a focus on community involvement as a foundation for this effort, the City developed two primary goals for the Community Livability Plan:

- To work with the I-710 corridor neighborhoods to identify and develop plans to address the impacts they are experiencing from the operation of the I-710 freeway, and
- To develop a series of action strategies and design solutions to improve the physical environment for residents in those neighborhoods

PLAN AREA

The planning area for the Community Livability Plan is a 16.88 square mile zone that incorporates all public and private parcels and public rights of way located roughly within one mile of the I-710. The boundaries of the planning area are roughly Atlantic Avenue to the east, the Pacific Ocean to the south, and the City boundary line to the west and to the north. All or portions of twenty-nine different City neighborhoods fall within the Community Livability Plan planning area, as shown in Figure 1-1. Notable landmarks include the Los Angeles River, the Metro Blue Line, the western end of downtown Long Beach, the Port of Long Beach, and the 405, 91 and I-710 freeways. Figure 1-2 shows the City of Long Beach vicinity.

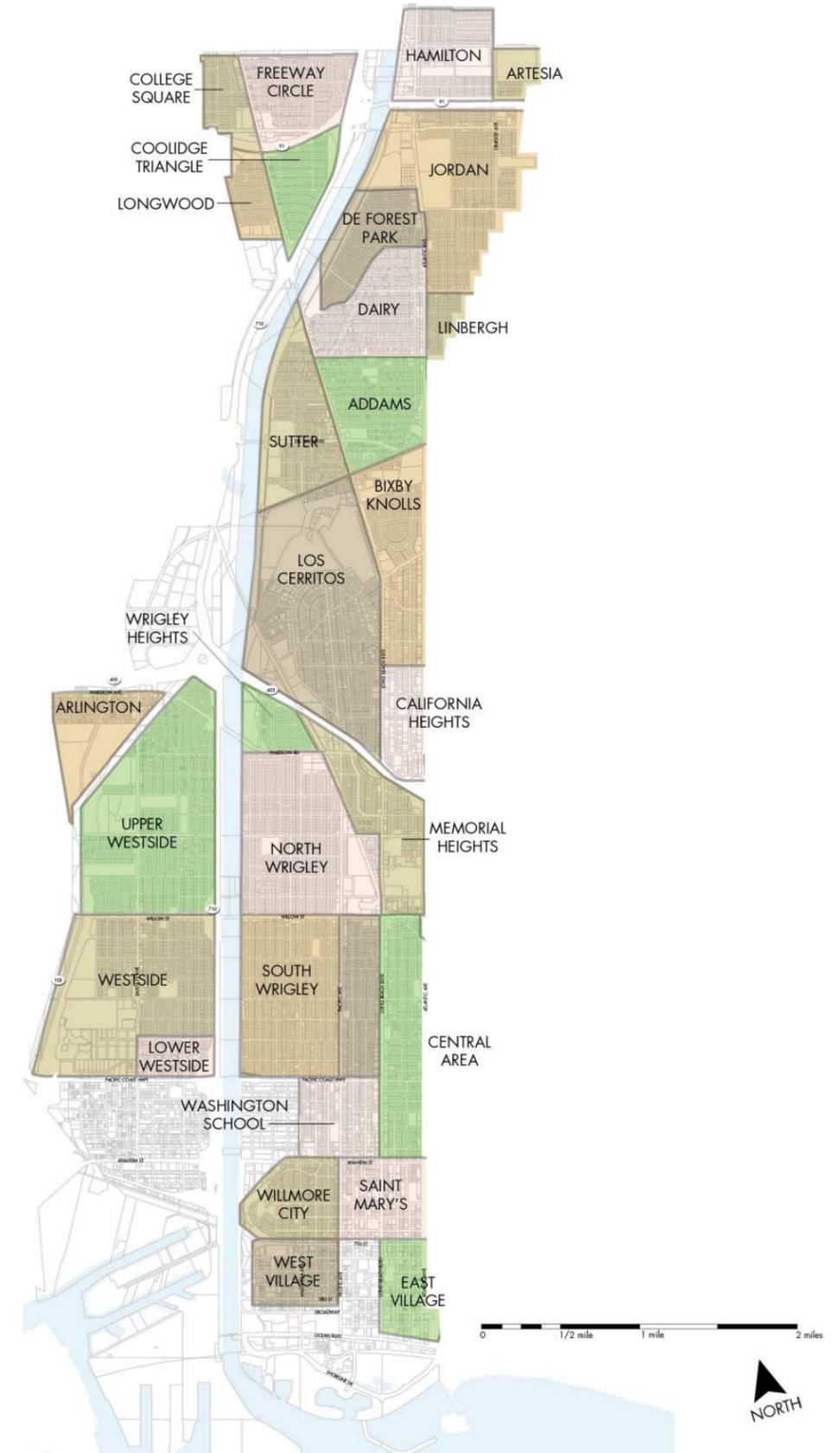


FIGURE 1-1: PLAN AREA



FIGURE 1-2: VICINITY

HISTORY AND BACKGROUND

The City of Long Beach Department of Public Works initiated the Community Livability Plan as an initial response to the outcomes of the I-710 Major Corridor Study (MCS) and the I-710 Locally Preferred Strategy (LPS). During the planning process for the MCS, extensive community outreach efforts enabled residents to explore and voice specific areas of concern in their communities. In these meetings, the community overwhelmingly emphasized their two primary issues were health and air quality, as well as concerns with noise, safety, congestion and the expansion of the Port.

Because of the community concerns that emerged from the outreach process for the MCS, the City decided to develop a plan that would build on the results from the community workshops, in order to address quality of life issues that can make impacted Long Beach neighborhoods more livable. The Department of Public Works sought and successfully obtained a Caltrans Environmental Justice Planning Grant, to develop the plan. The project was initiated in February of 2007, and was completed by January of 2008.

It is important to note the Community Livability Plan is not a part of the I-710 MCS or the LPS for the I-710 Major Improvements Project. Current planning efforts related to the I-710 have been summarized and evaluated, and every effort was made to understand the overall impact that these plans and their affiliated objectives and policies could potentially have on neighborhoods within the Community Livability Plan area. However, the ultimate focus was directed to understanding the current strengths, weaknesses and priorities for change that are unique to every neighborhood that is located adjacent to the I-710, and the findings within this planning effort will be forwarded for consideration in the development of the EIR/EIS for the I-710 Corridor.

APPROACH

The approach to this project was to identify the most important community assets that help build and maintain healthy neighborhoods, and to then use these assets as a framework for neighborhood design and planning. The team worked with community residents to understand their most important neighborhood issues and concerns, and correlated those issues with existing and proposed City projects and plans. This information was then used as a foundation for identifying possible future improvement projects and recommendations which can be implemented in the short-medium- and long-term future.



DEFINING COMMUNITY LIVABILITY

A community can be perceived as livable based on the quality of its environment, social interactions, and its economy. Elements that affect livability, or quality of life, health and well-being in Long Beach neighborhoods include:

- Public safety and health (physical security, presence of environmental contaminants)
- Physical elements (supportive land uses, open space, connections, comfort)
- Environmental elements (noise, air quality, water quality)
- Social elements (community networks, organizations, services, pride)
- Cultural and environmental resources (historic, trees, architectural)
- Economic elements (financial stability, jobs, prosperity)

A variety of benefits result from highly livable communities. These benefits include healthier people, less crime, a more aesthetically pleasing, functional and comfortable built environment, potential increase in property values and business activity, and strong community ties and social bonds among neighbors.

Community Livability at Multiple Scales

The team identified a range of community livability components that affect the quality of life in the neighborhoods adjacent to the I-710 and that are tied to the health and well-being of their residents. Some community livability elements are more regional in scope and scale, and have an impact over a very wide area. Others are more local in scale and scope, and impact people within a relatively small geographic area.

The diagram shown in Figure 1-3 illustrates the breadth and complexity of the issues encompassed in community livability planning in this particular southern California corridor. The outer rings of the circle represent issues that are very broad, even global in scope, impacting the entire planning area and beyond. Moving toward the center of the circle, the next ring impacts at the scale of several neighborhoods, a slightly smaller area than the outer rings. And at the center of the diagram, neighborhood design itself has the most localized impact.

This planning effort has focused on neighborhood design. At the local and neighborhood scales, the Community Livability Plan can make the most immediate impact on Long Beach neighborhoods. Efforts throughout this planning process focused on creating community design strategies that improve quality of life and livability at the local scale, such as improving open space and the environment, the local transportation system and public safety. Those issues that are more regional in scope have also been detailed and mapped in Chapter Four which focuses on corridor-wide issues.

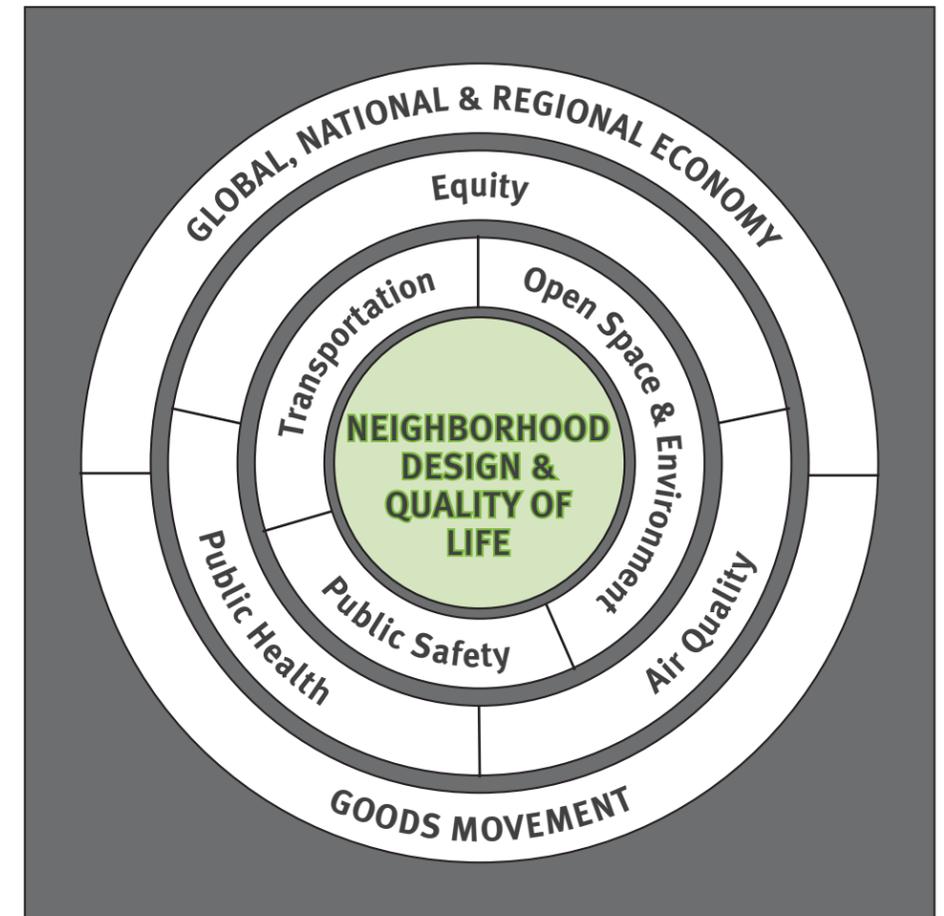
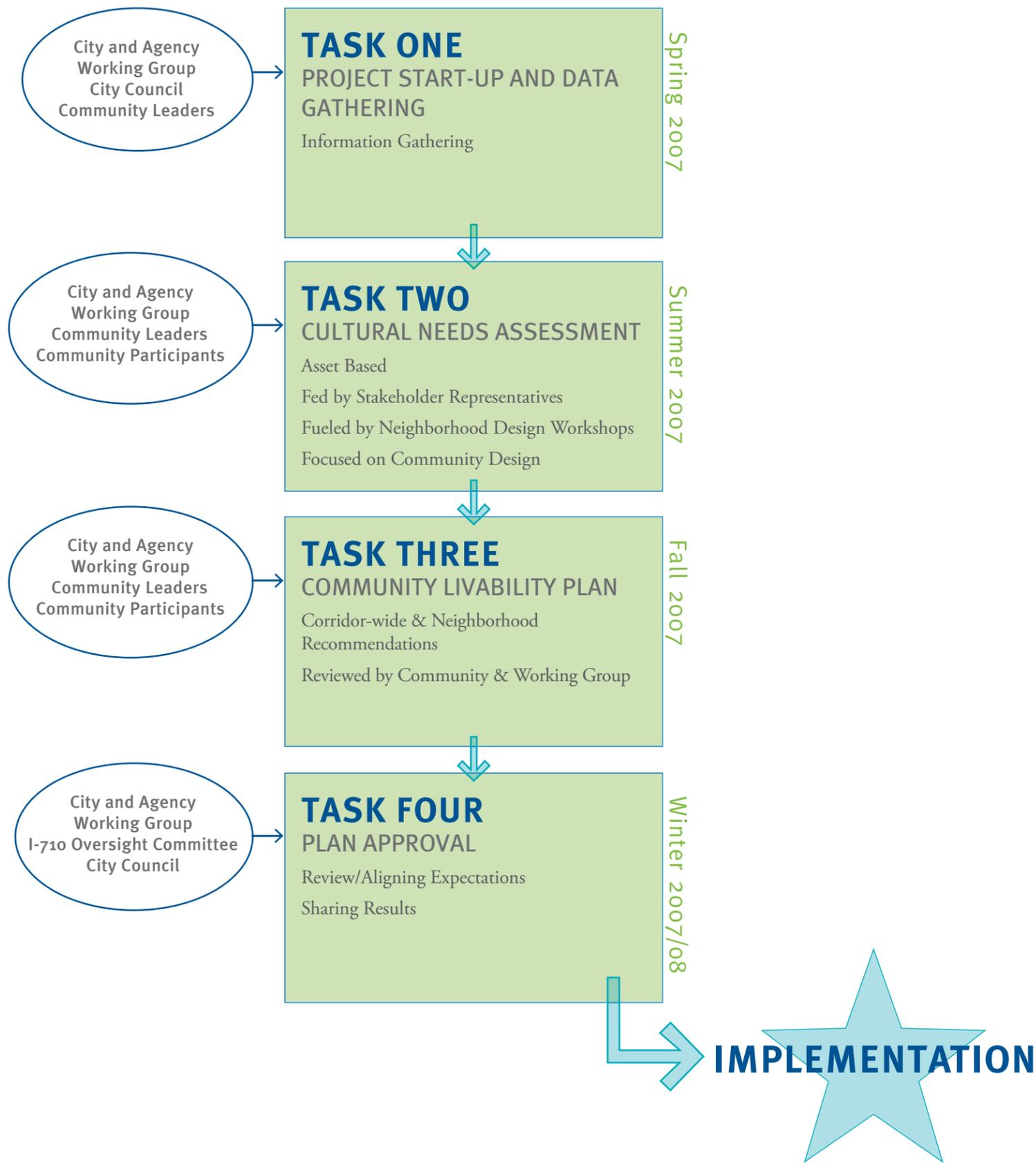


FIGURE 1-3: COMMUNITY LIVABILITY ISSUES AT MULTIPLE SCALES



PROJECT PROCESS

The Livability Plan process is comprised of four major project tasks, which commenced in January of 2007 and concluded thirteen months later in February of 2008. These four projects tasks and their major components are shown in Figure 1-4 and summarized below.

Task One was an information gathering and outreach phase that provided a foundation for the development of the Livability Plan. First, the project team collected and analyzed a variety of existing information—including GIS data, related planning documents, and other public documents—in order to develop a comprehensive understanding of the range of economic, cultural and environmental issues that were considered in the development of this plan. Second, the project team formed a Working Group made of up staff members from City departments and City Council offices, as well as representatives from other public agencies. The Working Group provided an advisory role to the project team throughout the entire planning process. Finally, the project team met with community groups and City Council offices in order to introduce the plan and obtain input. The information gathered in the task to develop a summary of existing conditions, in Chapter Two of this document.

Task Two was a community outreach and assessment phase focused on understanding the major concerns and future opportunities for change that community residents envision for I-710 corridor neighborhoods. The project team organized and then conducted four Neighborhood Design Workshops throughout the corridor in order to solicit input regarding major neighborhood concerns, strengths, and opportunities for change. Afterward, this information was processed and analyzed, and ultimately used in the development of the Cultural Needs Assessment, in Chapter Three of this document.

Task Three was a plan development phase in which a series of proposed corridor and neighborhood improvements was created. Using information from the existing conditions and cultural needs assessment as a guide, the project team came up with proposed projects at the corridor and neighborhood scales, and a set of site scale conceptual plans. These projects were then presented to the community at three separate Design Review Meetings. The proposed corridor and neighborhood recommendations, as well as a series of conceptual plans, were ultimately adopted as the Livability Plan recommendations summarized in Chapter Four.

Task Four was a plan development phase that involved compiling and organizing information into a unified plan. After the final Livability Plan was developed, the project team presented it to the Working Group, the I-710 Council Oversight Committee, and the City Council.

FIGURE 1-4: PROJECT PROCESS



PARTICIPATION AND OUTREACH

One of the City's purposes in developing this plan was to work with the corridor neighborhoods to identify and develop plans to address the impacts that community members experience from the operation of the I-710 freeway. Because the goal of the plan was to identify community assets in different neighborhoods, and to then build on those assets, the project team sought to maximize the level of community and stakeholder involvement in the planning process.

A variety of measures were implemented to maximize stakeholder involvement in this planning process. These measures included Working Group meetings, Community Stakeholder Presentations, Council District Presentations, Neighborhood Design Workshops, and Design Review Meetings.

Working Group Meetings

In order to ensure all relevant and interested City departments expertise and resources were brought to the table in this planning process, a working group comprised of key members of a wide range of City departments was formed. The working group met regularly throughout the planning process to share project-related news and information, review working documents, and plan future events.

Project team members included representatives of Public Works, Planning, Parks, Recreation and Marine, Redevelopment, the Harbor Department, the Police Department, Neighborhood Services, Health and Human Services, Long Beach Unified School District and staff members from Council Districts One, Seven, Eight and Nine. The project team also included representatives from other public agencies, including Long Beach Transit, Metro and the Gateway Cities Council of Governments.

The project Working Group met seven times throughout the course of this process. In addition, working group members participated in project activities such as a project site tour and the Neighborhood Design Workshops.

Community Stakeholder Presentations

During the first phase of this project, in the spring and summer of 2007, the project team made nearly thirty presentations to active community groups that operate within the Plan area, as shown in Figure 1-5. The project team used these presentations to introduce the Community Livability Plan to the community, take initial comments about livability issues, and invite participation in future workshops. These presentations also gave the project team an opportunity to differentiate the plan from the I-710 Major Improvements Project and EIR, from Port of Long Beach and Los Angeles plans and projects, and from the City's Long Beach 2030 Plan.

During the community outreach presentations, the project team also had an opportunity to record some of the preliminary concerns that residents have about the

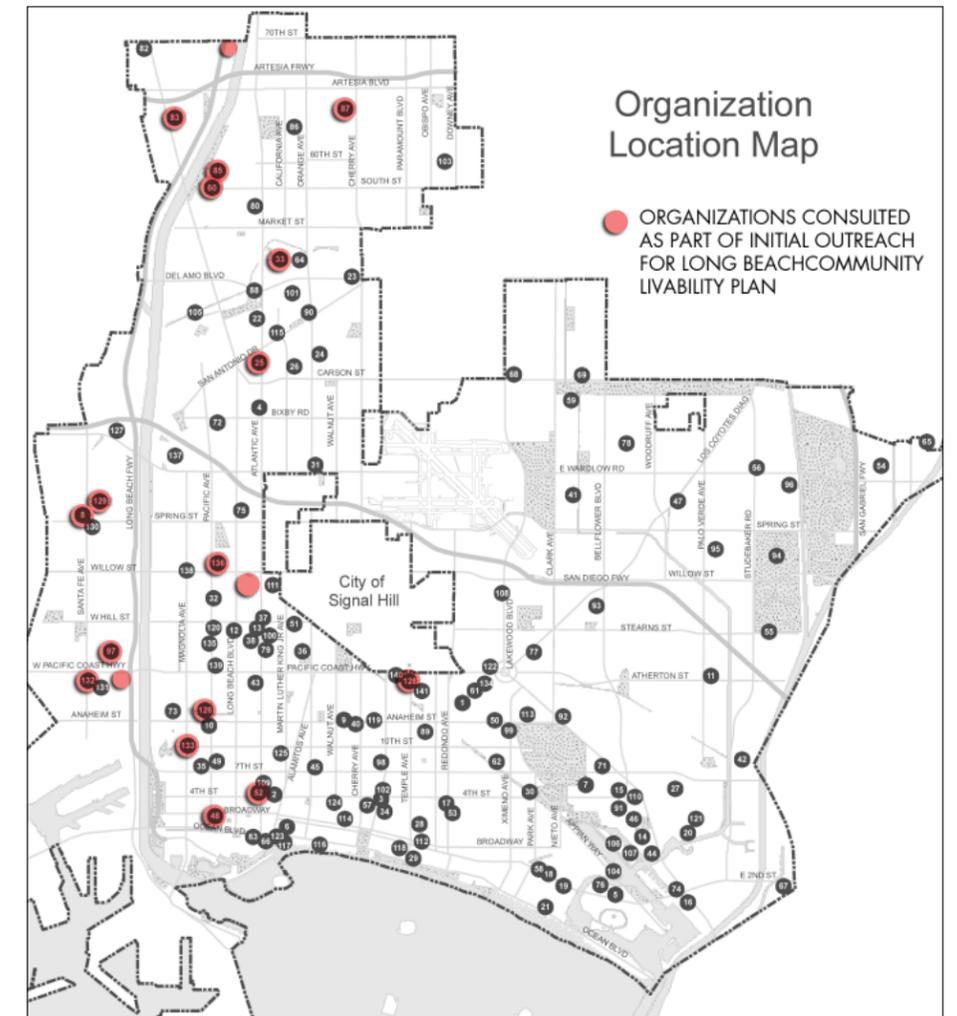


FIGURE 1-5: COMMUNITY STAKEHOLDER PRESENTATIONS MAP

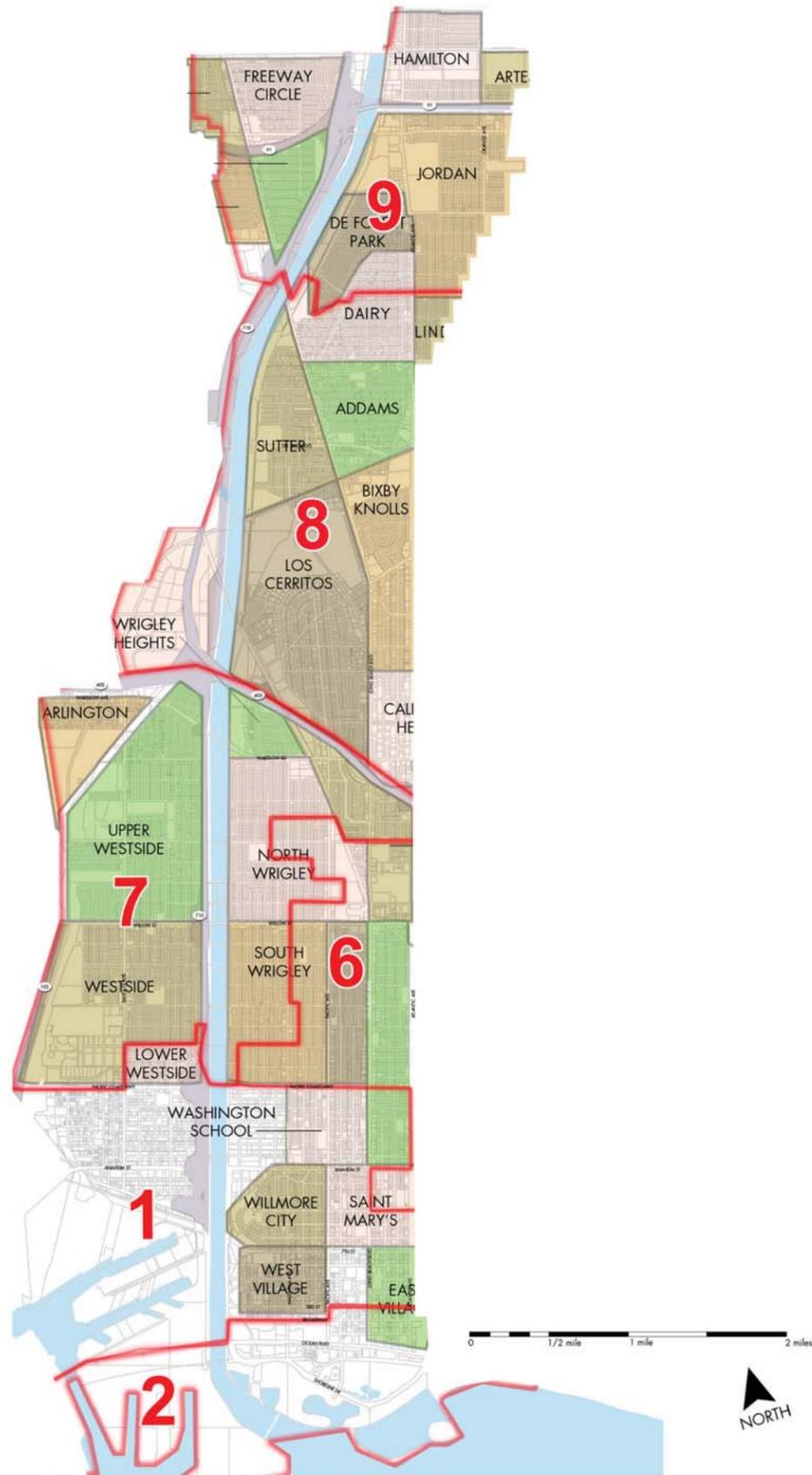


FIGURE 1-6: COUNCIL DISTRICTS WITHIN THE PLAN AREA

I-710 Freeway and their neighborhoods. Some of the issues residents spoke about during these meetings included better pedestrian and bicycle connections to the LA River, a need to improve public safety particularly in the River corridor, improving the aesthetic throughout the Corridor and particularly along freeway corridors, making neighborhoods and RiverLink projects greener by planting trees, and establishing safe paths of travel across the freeway bridges.

Council District Presentations

In addition to the Community Stakeholder Presentations, in March of 2007 members of the project team made brief introductory presentations to Council Members Bonnie Lowenthal, Tonia Reyes Uranga, Val Lerch, and staff members of Rae Gabelich. The purpose of these presentations was to introduce the project to the Council and to broaden awareness of the project while discussing opportunities for Council Member involvement. Council Members were invited to ask questions and make comments during these initial sessions. Some of the issues mentioned included concerns about freeway on-ramps and off-ramps, the need to connect communities together, problems with truck noise on the I-710 and big rig parking in residential neighborhoods, the importance of planting trees along the freeway corridor and greening roadway corridors, and problems with having to cross the freeway to get to schools and parks.

Council districts within the Plan area are shown in Figure 1-6.

Site Tour

At the beginning of June, 2007, a site tour of the planning area was organized for working group members. The purpose of the site tour was to provide team members with a direct opportunity to observe, discuss and share their knowledge of existing conditions within the study area. A map of the site tour route is shown in Figure 1-7.



Working Group members tour the LA River near the Wrigley Greenbelt (top) and tour the Cerritos Bridge pedestrian undercrossing (bottom)

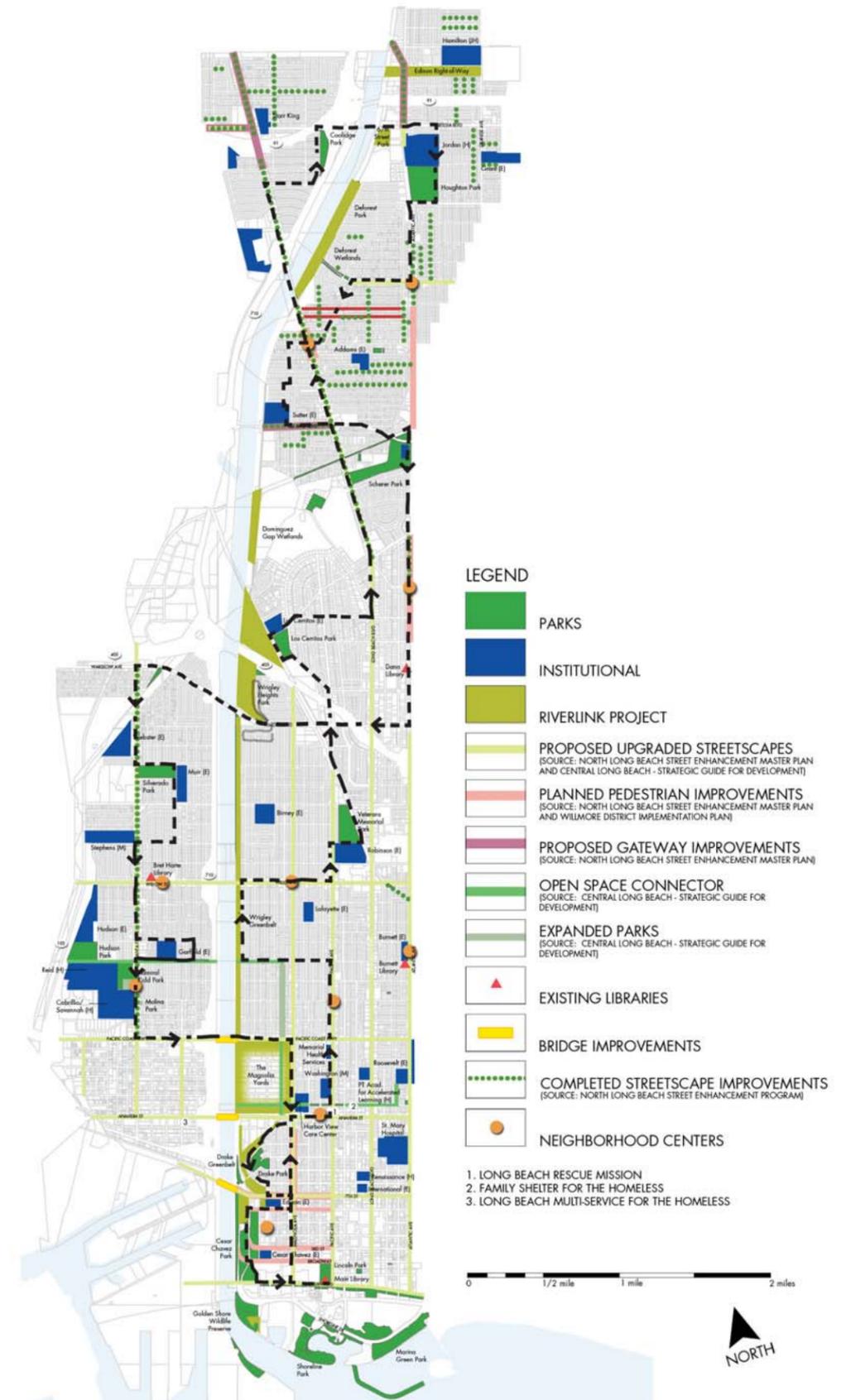


FIGURE 1-7: ROUTE OF SITE TOUR



The four Neighborhood Design Workshops (clockwise from top left): Workshop One - North Corridor; Workshop Two - South Corridor; Workshop Three - Central Corridor; Workshop Four - West Corridor



Community participants review concept plans in a Design Review meeting

Neighborhood Design Workshops

After concluding the Community Stakeholder and Council District presentations, the project team organized four public Neighborhood Design Workshops, which took place in August of 2007. A total of 203 Long Beach residents attended these workshops.

During each workshop, the project team worked with the community to understand stakeholders' most important issues and concerns, as well as major strengths in corridor neighborhoods. Participants in the workshops had an opportunity to propose community enhancements, as well as to participate in a larger dialogue focused on how to improve the entire I-710 corridor.

In the first half of each workshop, the team described current conditions and facilities in the corridor neighborhoods, including schools, parks, green corridors, the river corridor, streets, bridges and freeway edges. During the second half of each workshop, residents worked in small groups to first identify their most important community livability concerns, and to then discuss the major strengths and changes they desire for specific neighborhoods within the planning area. Information generated in the Neighborhood Design Workshops was used to develop the Cultural Needs Assessment, which is discussed in Chapter Two.

Design Review Meetings

In November and December of 2007 the project team met with the public again to review the conceptual maps, plans and designs that were developed after the Neighborhood Design Workshops, as well as to discuss the methodology that was used in translating the information from the workshops into a set of proposed plans and projects. Three meetings were held at different locations within the planning area and were attended by 80 residents. Residents who attended these meetings had an opportunity to review the proposed maps and plans, and to then provide their feedback on comment cards. The information generated in these meetings was used to revise and edit the proposed community livability improvements maps.

Chapter Two

EXISTING PROJECTS AND CONDITIONS

The team documented existing projects and conditions within the Community Livability Plan area using a variety of different strategies. These included review of City General Plan documents, other planning documents, conversation with project team members, and analysis of City GIS data. Using information from these sources, a variety of existing conditions maps were developed and disseminated to project team members. These maps include the following:

General Plan Land Use

The City's General Plan land use designations, shown in Figure 2-1, date back to 1989, and are in the process of being updated as part of the Long Beach 2030 Plan process. The land use makeup within the Community Livability Plan area ranges from single-family residential neighborhoods to downtown mixed-use environments. The downtown area is generally a high-density mixed-use zone, with pockets of industrial land near the port. To the north of downtown, the Plan area is generally characterized by large tracts of single-family residential with schools and open space embedded in the neighborhoods and commercial uses along major corridors.

Existing Land Uses

Existing land uses within the Community Livability Plan area, shown in Figure 2-2, are predominantly single-family residential in the northern, central and western portions of the plan. Within these areas there are also linear tracts of retail and commercial uses along major corridors, such as Long Beach Boulevard. In the southern area of the plan, near downtown and the port, predominant land uses include light and heavy industry, multiple-family housing, and general office. Within the entire Plan area there are a variety of educational and public uses, including parks and recreational facilities.

Views of I-710 Corridor public art and identity



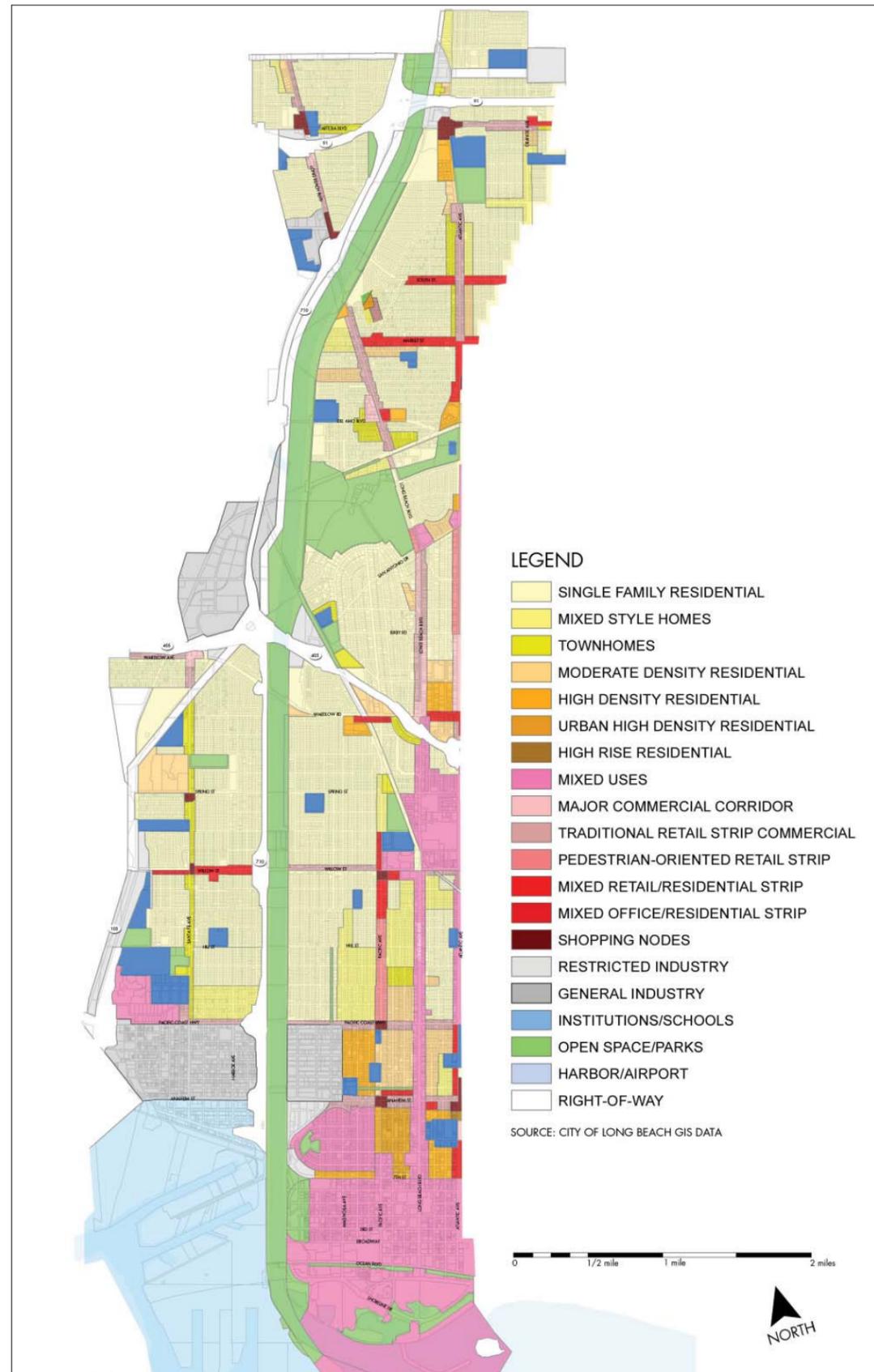


FIGURE 2-1: GENERAL PLAN LAND USE MAP

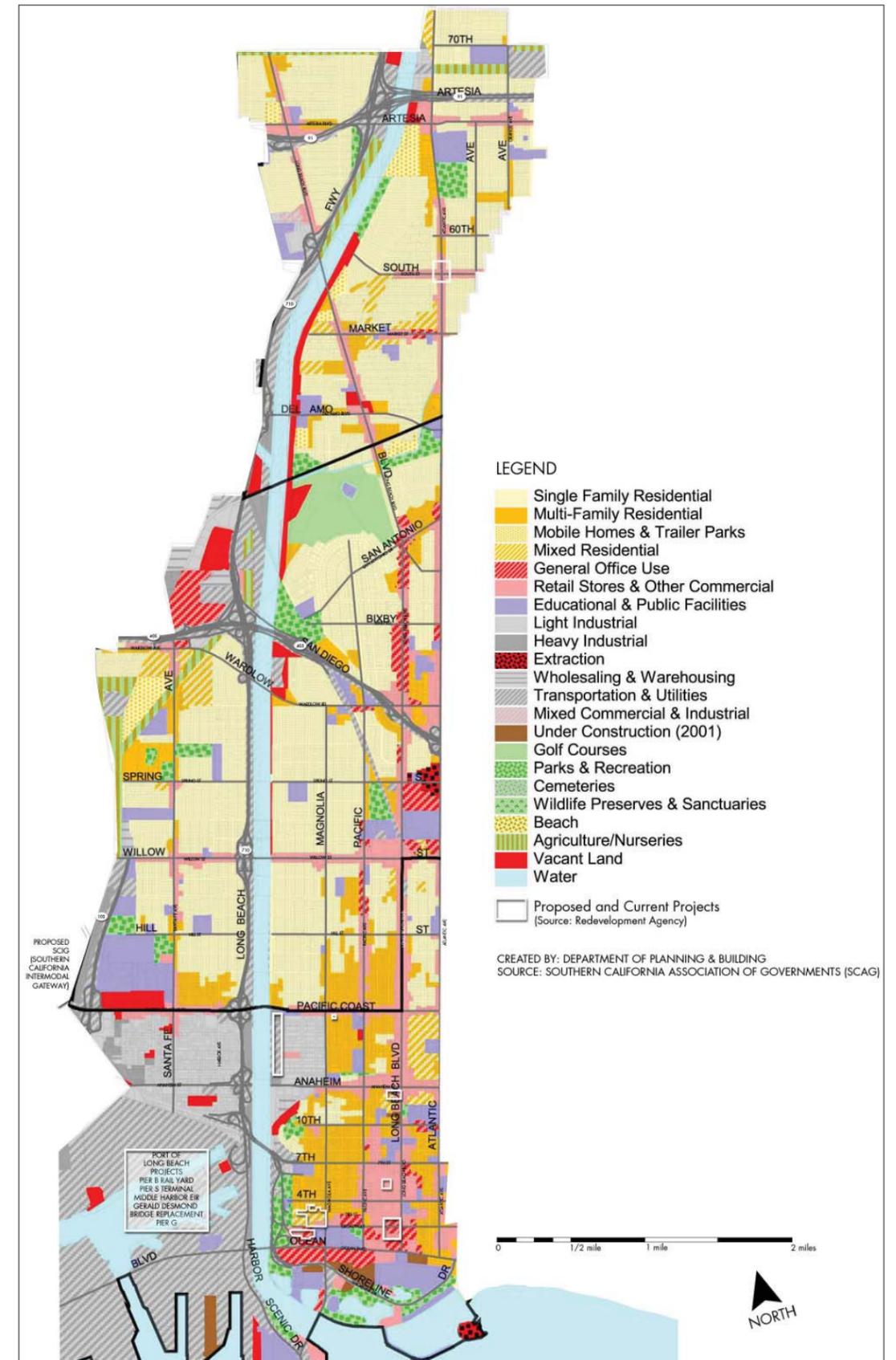


FIGURE 2-2: EXISTING LAND USE MAP



Mobility Options

Alternative transit opportunities within the Community Livability Plan area include the Metro Blue Line, bus routes, and bikeways, and are shown in Figure 2-3, *Existing and Proposed Mobility Options*.

The Blue Line extends north-south along the Long Beach Boulevard corridor in its southern most stretch. Seven different Metro stations serve local neighborhoods within the planning area. The Community Livability Plan area is served by bus as well. Major bus routes run on nearly all of the major arterials. These routes help increase the overall level of accessibility and connectivity within the Community Livability Plan area. The routes are also an important factor in increasing opportunities for intermodal access, particular with regard to the relationship between bus and rail service.

In addition to light rail and bus transit, the City is creating additional opportunities for bicycle transit. The Community Livability Plan area has a Class I bikeway that extends along the Los Angeles River, as well as Class II and III bikeways. Through the City's Bicycle Master Plan, new bikeways are being targeted for several major arterials, including Magnolia Avenue, Wardlow Road, Willow Street, and several others.

Transit Ridership

As shown in Figure 2-4, *Transit Ridership*, boarding statistics within the Plan area reflect a high overall level of transit ridership, particularly along major north-south corridors such as Atlantic Avenue, Long Beach Boulevard, Pacific Avenue, Magnolia Avenue, Easy Street and Santa Fe Avenue. At many bus stops along these corridors, ridership is between 300-900 weekday boardings, which is the highest category for ridership established by Long Beach Transit.

In addition to local bus lines, Metro rail service along the Blue Line also demonstrates a high level of ridership within the study area. All of the individual Blue Line Stations have average weekday boardings between 300-900 transit users.

Traffic Flow

Traffic volumes within the Community Livability Plan area are measured by average daily traffic flow. The number of vehicles is broken down into 5,000 vehicle increments, with zero being the lower limit and 55,000 being the upper limit. As observed in Figure 2-5, *Average Daily Traffic Flow*, traffic volumes are greatest at several major arterials within the study area, including Ocean Boulevard, Pacific Coast Highway, Willow Street and Anaheim Street.

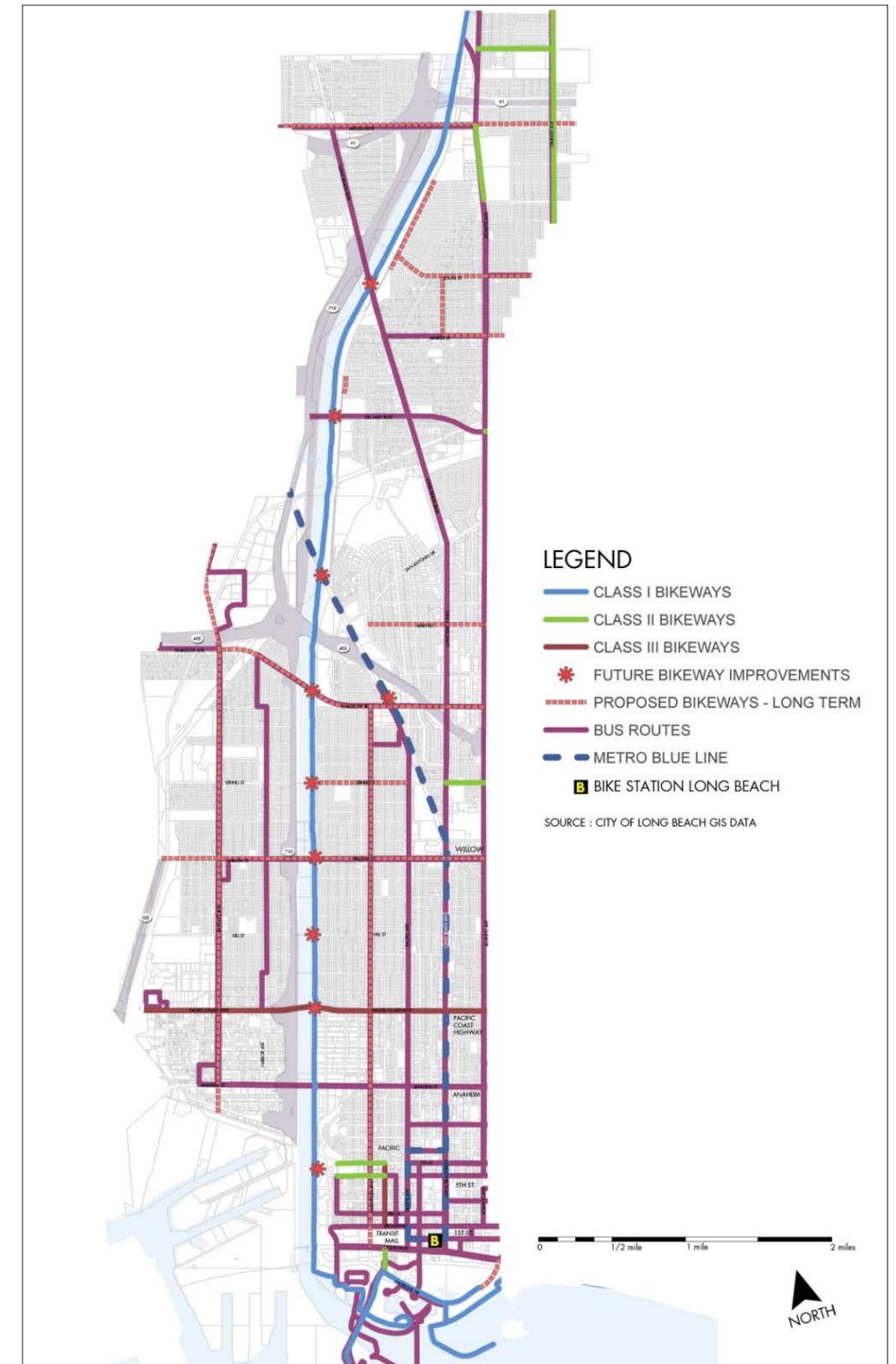


FIGURE 2-3: EXISTING & PROPOSED MOBILITY OPTIONS

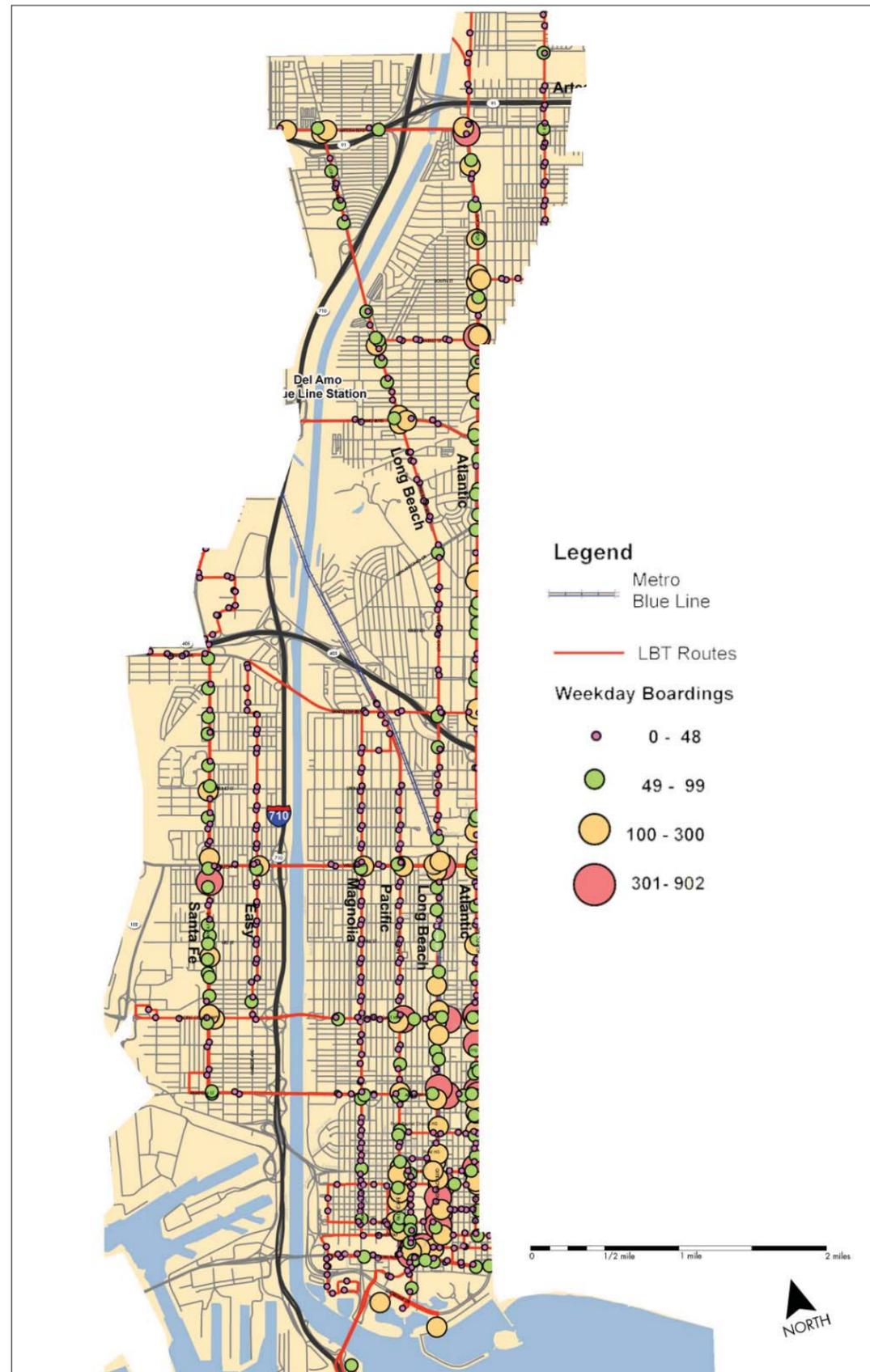


FIGURE 2-4: TRANSIT RIDERSHIP

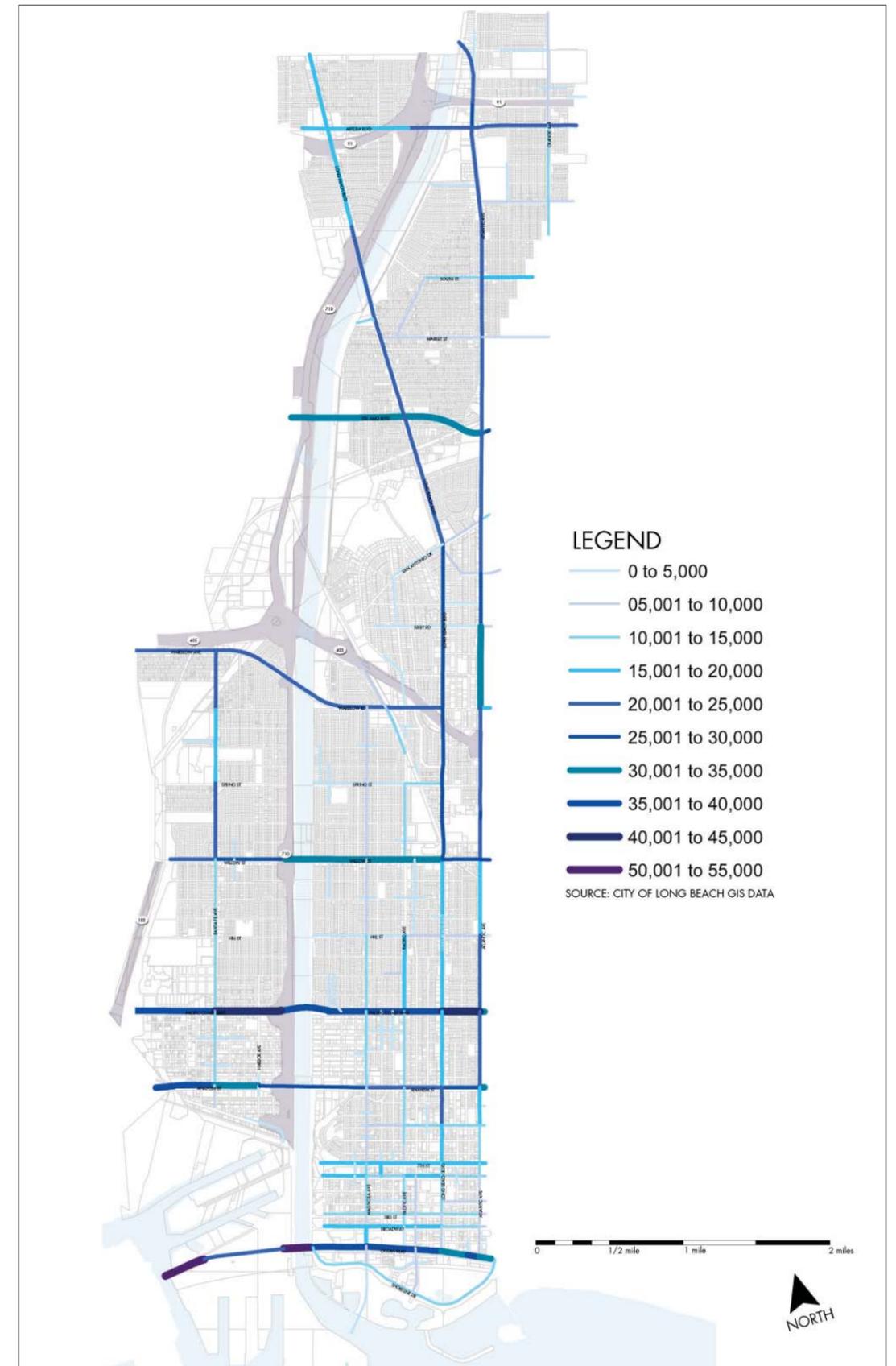


FIGURE 2-5: AVERAGE DAILY TRAFFIC FLOW



FOR MORE INFORMATION

I-710 Major Corridor Study and Locally Preferred Strategy
http://www.metro.net/projects_programs/final_report.htm

PLANNING CONTEXT

Key regional and local planning efforts that have the potential to positively impact livability in the corridor neighborhoods in Long Beach are summarized below. Specific projects identified in these planning efforts have been incorporated into the mapping and design work included in this livability plan.

I-710 Major Corridor Study and Locally Preferred Strategy

The I-710 Major Corridor Study (MCS) is a multi-agency regional study initiated in 2001 to analyze the traffic congestion, safety, and mobility problems along the I-710 travel corridor and to develop transportation solutions to address these problems. Due to the demands of residents throughout the corridor, efforts were also made to identify some of the quality of life concerns experienced in the I-710 Corridor. Throughout the development of the MCS, Metro worked with the individual cities that front the I-710 freeway to develop a Locally Preferred Strategy for the I-710 freeway expansion. The Locally Preferred Strategy was developed through an extensive community outreach process managed by the I-710 Oversight Policy Committee, which was made up of elected officials and agency representatives from fourteen cities and the County of Los Angeles.

Long Beach, which contains the first eight of the total 18 miles of the I-710 Freeway, handled the development of the Locally Preferred Strategy a little differently. After initial plans from the corridor study recommended taking hundreds of homes in Long Beach for freeway expansion, the Long Beach City Council, chaired by councilmembers Tonia Reyes Uranga, Bonnie Lowenthal, and Val Lerch, appointed its own I-710 Oversight Committee to address the significant policy issues that the City of Long Beach faces regarding the improvements to the I-710 Freeway. The City hired its own engineering firm and outreach firm to develop its own Locally Preferred Strategy for Long Beach. This Committee, composed of council members whose districts include the I-710 Freeway, began working with residents and businesses along the I-710 Corridor to develop a solution for improving the I-710 Freeway that serves both the traveling public and the residents and businesses that are most impacted by the I-710 Freeway.

At its initial meeting, the Committee and the City Council approved a number of actions, including a set of Guiding Principles, which ultimately provided a framework for the development of a Locally Preferred Strategy for the eight mile portion of the I-710 freeway that extends through the City. After hosting several community meetings, it became clear that the design of freeway improvements was just a part of a larger set of concerns residents have concerning the corridor. In 2003 the Committee therefore adopted the recommendation to hold four Community Roundtable Workshops, which took place in 2004. Each of these workshops addressed the four key community concerns that emerged from the first set of community meetings:

1. Loss of Property and Neighborhood Impacts
2. Health, Environment and Noise

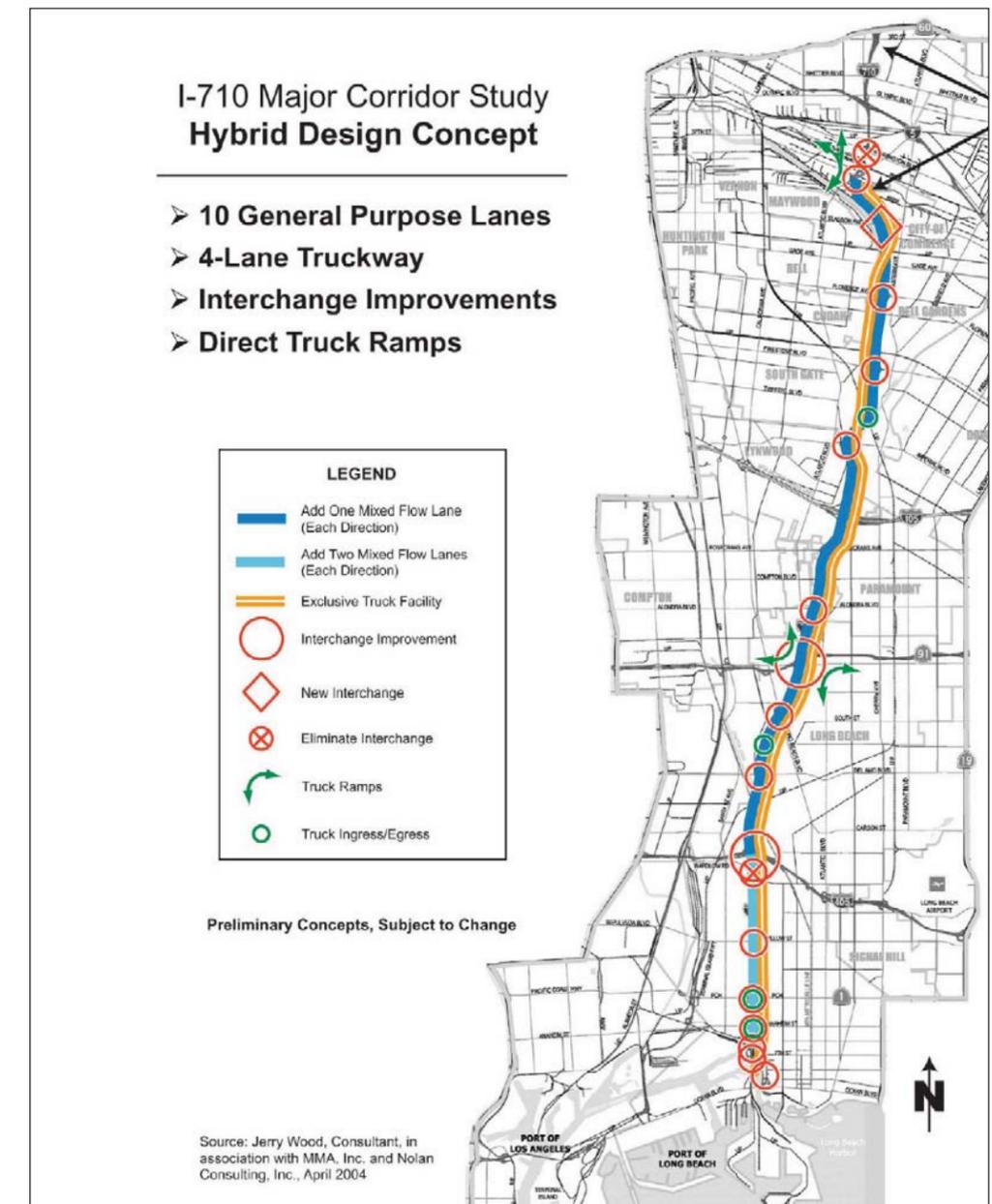


FIGURE 2-6: MAJOR CORRIDOR STUDY HYBRID DESIGN CONCEPT

FOR MORE INFORMATION

Port of Long Beach Green Port Policy

http://www.polb.com/environment/green_port_policy.asp

San Pedro Bay Ports Clean Air Action Plan

<http://www.cleanairactionplan.org>

3. Truck Congestion, Safety and Impacts

4. Port Issues

All four workshops were moderated by a local resident, with participation from community leaders and experts from various agencies, including the California Air Resources Board, the South Coast Air Quality Management District, Caltrans, Gateway Cities Council of Governments, the Army Corp of Engineers, and the Alameda Corridor Transportation Authority. Each workshop generated a list of recommendations for the Long Beach I-710 Oversight Committee to consider as part of the planning process. The recommendations were considered by all of the community in attendance, and only those issues that received a consensus vote were included on the list to be brought forward to this committee.

In addition to the Roundtable Workshops, the Committee continued to hold community meetings to seek community input on the development of design concepts for the I-710. The intent in developing these design concepts was to provide guidance to the engineering consultant hired by the City in the development of the Long Beach Locally Preferred Strategy. A series of six design concepts were approved by the Committee in 2004.

The overarching policy of the Oversight Committee has been that any physical improvements to the I-710 Freeway must also address the key issues and concerns that have been raised by the Long Beach community, and should also incorporate a systems approach that includes:

- Port diesel emission improvements
- Truck diesel emission improvements
- Enhanced Alameda Corridor
- On-dock rail
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts

On March 18, 2004, a draft Locally Preferred Strategy for Long Beach was presented to the I-710 Committee and released for comment. The Locally Preferred Strategy was developed using the systems approach that addressed the issues and concerns of local residents as a condition of any physical improvements to the I-710 Freeway. Numerous comments were received regarding the physical improvements proposed in the draft plan, which has subsequently been revised, as well as continuing concerns expressed regarding air quality, the impacts from Port operations and safety.

The Long Beach Locally Preferred Strategy was ultimately approved by the City Council I-710 Oversight Committee on June 16, 2004 and by the City Council on June 22, 2004. It was then forwarded to the regional I-710 Oversight Policy Committee and its subcommittees for incorporation into the Locally Preferred Strategy

for the full 18-mile I-710 Freeway Corridor. On June 22, 2006 the MTA Board adopted the I-710 Major Corridor Study and authorized the CEO to proceed with the I-710 Corridor Project EIR/EIS and execute funding agreements with the various funding partners.

In 2007, a consultant team was hired to complete the I-710 Corridor Project EIR/EIS. The results of this community Livability Plan will inform the EIR/EIS of the needs and priorities of Long Beach neighborhoods.

Port of Long Beach Green Port Policy

In 2005 the Port of Long Beach adopted a comprehensive set of guidelines for improving air, water and soil quality, protecting wildlife habitat, and enhancing the quality of life for the neighborhoods that surround the port. This set of guidelines, collectively titled the Green Port Policy, outline an environmental protection and sustainability ethic that the Port is currently working to incorporate into all of its existing operations.

The Green Port Policy could help usher in a new era of environmental stewardship for the port. Because of the proximity of the port to many Long Beach districts and neighborhoods, the policy could potentially have a broad influence on the overall quality of life for individuals who live in port-impacted areas.

San Pedro Bay Ports Clean Air Action Plan

In order to effectively integrate common goals for air quality in the South Coast Air Basin, the staff of the Port of Los Angeles (POLA) and the Port of Long Beach (POLB) developed the San Pedro Bay Ports Clean Air Action Plan. The first of its kind in the United States, this joint Clean Air Action Plan describes various measures that the Ports of Los Angeles and Long Beach will take toward reducing emissions related to port operations. The Plan also links the emissions reduction efforts of the two largest ports in the United States with similar efforts and goals established by the regulatory agencies in charge of ensuring compliance with air quality standards.

The Plan proposes hundreds of millions of dollars in investment by the ports, the local air district, the state, and port-related industry. Measures to be implemented under the Plan will reduce smog forming nitrogen oxide (NOx) by more than 45%, sulfur oxide (SOx) by at least 52% and particulate matter (PM) by at least 47% within the next five years. In addition, the ports propose to eliminate all “dirty” diesel trucks from San Pedro Bay cargo terminals within five years by helping to secure the financing for a new generation of clean or retrofitted vehicles. Under the plan, NOx from all port operations would be reduced by 12,000 tons a year, SOx by 8,900 tons a year, and diesel PM from by 1,200 tons a year.

This joint Clean Air Action Plan is one of several significant steps being taken to improve air quality in the South Bay region. If the ports are able to successfully implement the plan, it could potentially have an important role in improving air quality within the neighborhoods that are part of the Community Livability Plan.



Gateway Cities Council of Governments Clean Air Action Plan

The Gateway Cities Council of Governments (GCCOG) was assigned with the task of preparing an Air Quality Action Plan (AQAP) to address the issue of improving the air quality along the I-710 Corridor. This Plan is being prepared as part of the GCCOG Air Quality Action Program, which was created to provide financial incentives to help reduce air pollution in Southern California. The purpose of the Air Quality Action Plan is to address the following community concerns and requests:

- Develop a work plan to improve air quality in the corridor.
- Implement a corridor level work plan to improve air quality.
- Implement local alternative fuels/electrification and/or hydrogen policies and programs to reduce diesel emissions.
- Pursue opportunities for incremental improvements.
- Implement Port-specific strategies.

The Gateway Cities COG has completed the Air Quality Action Plan Phase 1, which involved engaging major stakeholders from corridor cities, the environmental community, and air quality regulatory agencies to secure ideas, concerns, comments and directions for the AQAP.

Because of its overall emphasis on air quality along the I-710 corridor, the Air Quality Action Plan is an important document for this planning effort. The information developed in the AQAP could therefore help guide projects and strategies that are ultimately implemented by the Community Livability Plan.

South Coast Air Quality Management Plan

The Air Quality Management Plan is a regional and multi-agency effort of the South Coast Air Quality Management District (AQMD) Governing Board, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG) and the U.S. Environmental Protection Agency (EPA). Every three years the AQMD prepares an overall plan for air quality improvements within the south coast region. Each new version of the Plan is an update of the previous plan. The final 2007 Air Quality Management Plan was adopted by the AQMD Governing Board on June 1, 2007.

Every action plan released by the AQMD is an effort to meet air pollution standards and reduce public health risks from air pollution. The 2007 update contains aggressive measures to achieve federal clean air standards in the South Coast Region, one of only two regions in the state out of compliance with federal standards. The 2007 Plan shows that emissions of smog-forming nitrogen oxides and volatile organic compounds will have to be cut beyond the requirements in existing programs by an additional 50% by 2020 to meet these standards.

Goods Movement Action Plan

The Goods Movement Action Plan, an initiative of the state Business, Transportation and Housing Agency and CARB, addresses the economic and environmental issues associated with moving goods through the state's highways, railways and ports. The Plan was developed to promote economic growth, encourage the creation of new high-paying jobs, and address the environmental challenges of the goods movement industry. The Plan was developed in two phases. Phase I focused on the "why" and the "what" of goods movement in California. Phase II employed a stakeholder-driven process to identify the "how," "when," and "who" aspects to deal with these wide-ranging issues related to goods movement.

The Plan includes approximately two-hundred possible projects covering infrastructure, public health and environmental impact mitigation, community impact mitigation, homeland security, public safety and workforce training. It recommends investments in congestion relief, infrastructure expansion, air quality improvements and increased security at the ports. Implementation of the Plan will help California have a more "green," efficient, and safe goods movement system.

A variety of goods movement-related issues within the Community Livability Plan affect the corridor area as a result of vehicles coming in and out of the San Pedro Bay ports via the I-710 and on rail via the Alameda Corridor. The Goods Movement Action Plan can therefore play an important role in improving the interface between freight operations and Long Beach neighborhoods.

The Impact Project

The Impact Project is a collaboration of community and university partners dedicated to reducing the impacts of trade, ports and goods movement activities on health and community life. The collaborative uses science-based information to inform public policy decision-making, and ultimately encourages the development of healthy solutions for communities that are impacted by ports, rail yards, intermodal facilities, distribution centers, trucking routes and other goods movement expansion activities.

One of the primary goals of The Impact Project is to ensure that the reduction of health, environmental and community impacts becomes central to the transportation and goods movement planning and policy process. The collaborative also works toward shifting the debate about ports and freight movement so that impacted communities have a stronger voice in the arena of public policy. The collaborative uses science and policy work of its academic partners to strengthen those voices.

In November of 2007 The Impact Project organized the Moving Forward Conference, which brought together a wide range of people who are impacted by or work in the realm of ports and goods movement issues. The conference provided an opportunity to learn about current health research related to air pollution and ports/goods movement, as well as to hear from communities about their specific health-related concerns and efforts. Conference participants had an opportunity to work together to develop strategies for preventing and reducing those health impacts. More

FOR MORE INFORMATION

Gateway Cities Council of Governments Clean Air Action Plan

<http://www.gatewaycog.org/cleanairprogram/index.html>

South Coast Air Quality Management Plan

<http://www.aqmd.gov/aqmp/07aqmp/07AQMP.html>

Goods Movement Action Plan

<http://www.arb.ca.gov/gmp/gmp.htm>

The Impact Project

<http://hydra.usc.edu/scehsc/Web/Index.html>

FOR MORE INFORMATION

SCAG Regional Transportation Plan

<http://www.scag.ca.gov/rtp2008/>

Long Beach Strategic Plan 2010

http://www.longbeach.gov/about/strategic_plan.asp

Long Beach 2030 General Plan Update

<http://www.longbeach2030.org>

Los Angeles River Master Plan

http://ladpw.org/wmd/watershed/LA/LA_River_Plan.cfm

LA River Revitalization Master Plan

<http://www.lariverrmp.org>

than 550 participants representing community and environmental organizations, academic institutions, labor unions, policy groups, nursing, teaching, and government agencies participated in the conference.

SCAG Regional Transportation Plan

The Regional Transportation Plan (RTP) is a 30-year long range transportation plan that identifies strategies to meet mobility, financial and air quality requirements within the SCAG region. Proposed transportation projects within the SCAG region must be included in the RTP in order to receive federal funding and project approvals. The current RTP was adopted in April 2004 by the SCAG Regional Council. The next RTP update is scheduled for adoption in April 2008.

SCAG works with a variety of stakeholders in the development of the RTP, including public agencies, private non-profit groups, environmental agencies, state and federal agencies, county and local jurisdictions, community organizations and the general public. Because the 710, 405 and 91 freeways, the Blue Line, and other transportation systems are included in the SCAG region, the RTP is an important document for the Long Beach I-710 corridor neighborhoods. Future approved RTP projects potentially affect the character of these transportation facilities and their communities.

Long Beach Strategic Plan 2010

The Strategic Plan, which was approved and adopted by City Council in 2001, is a vision for the future that will help guide the City's growth and development to 2010. The Plan is the result of extensive community outreach with over one hundred Long Beach residents representing local neighborhoods, ethnic groups, business and education interests, and environmental and community organizations. The Plan was created through a process that involved a series of community meetings, two public forums, and two years of work.

Because the Plan acknowledges the importance in restoring neighborhoods as the center of community life and supporting each neighborhood's unique identity while aggressively working to halt urban decay and turn around deteriorating neighborhoods, it provides an important philosophical foundation for the development of the Community Livability Plan and the Long Beach 2030 General Plan Update.

Long Beach 2030 General Plan Update

The City is currently in the process of developing an update to its General Plan, which it is calling *Long Beach 2030, Imagine One Great City*. The first step in this process was a series of public workshops and visioning exercises designed to encourage resident involvement in the planning process. The City conducted the workshops in the spring of 2007, and is now distributing a report of the specific issues and themes that emerged.

This planning effort restarts a General Plan update that began in 2004. During the update process, the City organized a series of meetings around land use policy for the City's separate neighborhoods, each of which was divided into five community cluster areas. The purpose of these meetings was to gather input from community representatives related to the assets and issues present in their neighborhood, as well as to discuss what they would like to have changed in specific community clusters. The comments from these meetings were shown graphically on maps of each community cluster area. A series of three maps were created for each community cluster, including Problems/Issues, Assets, and Areas for Future Development.

The community cluster process maps are a good resource for the Community Livability Plan because they sought citizen comment on the assets, needs and opportunities within specific areas of Long Beach. The cluster maps that are part of this plan's study area have been evaluated and included as an appendix to this document.

Los Angeles River Master Plan

In 1991 the Los Angeles County Board of Supervisors directed the Departments of Public Works, Parks and Recreation, and Regional Planning to develop the Los Angeles River Master Plan. The Plan was completed and adopted by the Board in 1996. An Advisory Committee of 50 members representing federal, state, city, and local agencies, and environmental and community groups steward the Plan. The committee meets on a regular basis, and members are given the opportunity to review proposed projects.

The overall purpose of the Plan is to advocate for environmental enhancement of the river, increased recreational opportunities, and economic development. Projects that are part of planning efforts include pocket parks, landscaping enhancements, Earth Day events, the Adopt-a-Riverbank Program, and other community and environmental projects that have been reviewed, supported, and monitored by the Advisory Committee.

A section of the Plan refers to the portion of the LA River that lies within Long Beach city limits. In this section of the Plan there are a variety of recommended actions that can be taken to restore the LA River based on the goals of the Master Plan, such as:

- Creation of a greenway from Queensway Bay to Deforest Park
- Connecting Coolidge Park to the river via Artesia Boulevard
- Developing restoration, educational and interpretive sites at Dominguez Gap and schools

LA River Revitalization Master Plan

In 2007 the City of Los Angeles adopted a master plan that will guide the revitalization of the Los Angeles River. The Plan has been spearheaded by the Los Angeles City Council Ad Hoc Committee on the Los Angeles River, which was formed in 2002 to encourage community involvement in river improvements and to help coordinate river improvements projects within the City. This committee is made up of several LA City Council Members.



The River Revitalization Master Plan is the result of an eighteen month planning process that looked at improvements that could be made along the river to strengthen residential neighborhoods, protect wildlife, promote the health of the river, and leverage economic development. The Plan outlines a vision and framework for the management of the Los Angeles River that will guide its development for the next twenty years.

Although the portion of the LA River that flows through Long Beach is not part of the Revitalization Master Plan, this is an important effort for the City. Decisions regarding the health of the river upstream will have an effect on the river further downstream within the City of Long Beach. Furthermore, the Plan is an important example of how local municipalities can provide important leadership and stewardship of this important natural resource.

Long Beach RiverLink

The RiverLink project was developed by landscape architecture students at Cal Poly Pomona, in partnership with the City of Long Beach Department of Parks, Recreation and Marine and the San Pedro Bay Estuary Project, in 2003. The primary goals of the project are to establish a continuous greenway of parks and natural habitats along the eastern bank of the LA River, while establishing linkages between the greenway and adjacent neighborhoods.

One of the cornerstones of the RiverLink concept is its designation of a system of Gateways, Pathways, Connections, and Destinations to direct visitors to and from the Los Angeles River. These opportunities have been identified and proposed as a series of distinct opportunity sites. They include the Golden Shore Wetlands, the Drake Greenbelt, Magnolia Yards, the Wrigley Greenbelt, Wrigley Heights Park, the Dominguez Gap Wetlands, the Deforest Wetlands, and Deforest Park.

The importance of RiverLink to the Community Livability Plan lies in the fact that every one of its proposed open space enhancement sites lies within the boundaries of the plan. This creates an excellent opportunity to establish linkages between the Los Angeles River and the new RiverLink open spaces with neighborhood-based projects and initiatives that are part of this planning effort.

The County of Los Angeles recently awarded the City of Long Beach \$5 million to finance components of the RiverLink vision. The money will be spent on four different projects, including the Wrigley Greenbelt, development of the DeForest wetlands, Baker Mini-Park, and the Drake Greenbelt. These projects will add new green space while connecting residential neighborhoods to the Los Angeles River.

Long Beach Bicycle Master Plan

This Plan was developed in 2000 by the Public Works Department in partnership with a Technical Advisory Committee made up of staff members from various City departments and other public agencies. The goals of the Plan include making bicycling safer, more convenient and more enjoyable for all types of bicyclists, and encouraging more people to use bicycles as a means of reducing traffic congestion,

air pollution and noise pollution. The Plan was developed with an overall goal of increasing bicycle use by 5% by the year 2020.

The completed Plan is an implementation component of the Transportation Element of the General Plan. It has a comprehensive scope and authority required to coordinate and guide the provisions of all bicycle-related plans, programs and projects.

Recommended improvements to the Long Beach bikeway system focus on connecting existing segments of bike lanes, addressing routes used by bicyclists, and analyzing specific opportunities and constraints within the City. Notable recommendations that pertain to the Community Livability Plan include a series of proposed improvements to access spots along the existing LA River Class I bikeway, a proposed Class II bikeway along Pacific Avenue, and a proposed Class III bikeway along Santa Fe Avenue. These recommendations will be incorporated in the update of the Long Beach Bicycle Master Plan that is currently underway as a part of Long Beach 2030.

Long Beach Parks, Open Space and Recreation Element

The most recent update to the City's Open Space and Recreation Element was completed in 2002 and reprinted in 2005. The updated Open Space and Recreation Element includes four topical areas required to be covered by Open Space Elements: open space for the preservation of natural resources, open space for the managed production of resources, open space for public health and safety, and open space for outdoor recreation. The new element emphasizes policy and implementation measures that are directed at addressing the community's primary open space and recreation issues.

One of the important components of the element is that it addresses the issues of existing open space within the City and acknowledges that the current level of open space has not kept pace with the growth of the City. In 1973 the level of recreational open space was estimated to be 2,500 acres, or 7.0 acres per 1,000 population. In 2001 there was an estimated 2,600 acres of recreational open space. Because of population growth, this amounts to 5.6 acres per 1,000 residents. Thus, there is progressively less recreational open space available to citizens of Long Beach. Of equal concern is the reality that open space within the City is not distributed evenly. Most of the recreational open space is located on the eastern and coastal areas of the City, while most of the population growth has occurred in the central, western and northern sections.

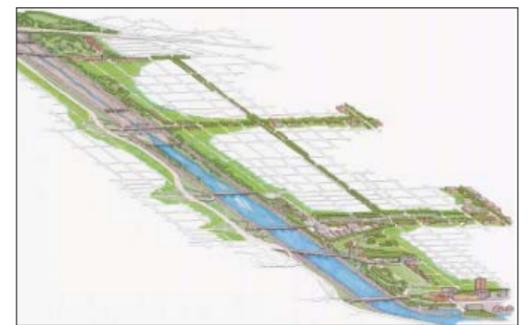
A potentially important component of the Community Livability Plan is its ability to propose new open space, or linkages to existing or planned open spaces, in the western and northern sections of the city where it is most needed.

FOR MORE INFORMATION

Long Beach RiverLink
<http://www.longbeach.gov/park/facilities/intro.asp>

Long Beach Bicycle Master Plan
<http://www.ci.long-beach.ca.us/gov/bmp.asp>

Long Beach Parks, Open Space and Recreation Element
http://www.ci.long-beach.ca.us/plan/pb/apd/general_plan/gp.asp



RiverLink Plan

BIKEWAY DEFINITIONS

Class I bikeways, such as a bike path, provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

Class II bikeways, such as a bike lane, provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

Class III bikeways, such as a bike route, provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

Source: Streets and Highway Code of the State of California, Section 890.4

FOR MORE INFORMATION

Long Beach Green Vision Map

<http://cblegistar.longbeach.gov/attachments/92d18507-e4dc-41b3-86ae-a004022ec6ab.pdf>

Air Quality and Noise Health Risk Assessment

<http://www.longbeach.gov/civica/filebank/blobdload.asp?BlobID=11330>

North Long Beach Strategic Guide for Redevelopment

http://www.ci.long-beach.ca.us/cd/redevelopment/project_areas/north_long_beach_area_documents.asp

North Long Beach Street Enhancement Master Plan

http://www.ci.long-beach.ca.us/cd/redevelopment/project_areas/north_long_beach_area_documents.asp

Long Beach Green Vision Map

The City of Long Beach Department of Parks, Recreation and Marine has developed the Green Vision Map, which is a list of public park development projects that could be implemented by the City in the future. The map is a general planning tool being used by the Department of Parks, Recreation and Marine to work with conservation agencies and community groups on the implementation of public open space, including wetlands, golf courses, new park projects, and existing parks, beaches and recreational waterways.

The Green Visions Map was an important planning tool for the Livability Plan because it outlines the development of a variety of new parks and open spaces within the I-710 corridor.

Air Quality and Noise Health Risk Assessment

The Long Beach City Council directed the Department of Health and Human Services (DHHS) to conduct a comprehensive assessment in order to determine the extent to which Long Beach residents experience adverse health effects from environmental pollution. As an initial step in this process, the DHHS commissioned a study that evaluated whether or not there is sufficient information that directly links air quality conditions to increased health impacts, and then determined if this information could be used to relate current conditions within the city to a potential increase in health impacts. The results of the study were incorporated into a Baseline Health Risk Assessment (HRA).

A major component of the HRA was air quality monitoring. DHHS identified monitored data as the most direct method of evaluating exposure and baseline risk. Within Long Beach, the only air quality monitoring station that measures ambient air quality for regulatory purposes is located in Bixby Knolls approximately one mile east of the I-710 and one half mile north of the 405. This monitoring station is operated by the South Coast Air Quality Management District (SCAQMD), and is being used to collect air quality data for their ongoing Multiple Air Toxics Exposure Study (MATES). Because this air quality monitoring station represents the most comprehensive data available in the city, the HRA relied heavily on data from MATES II, the second iteration of this study.

Because of the reliance on only one air quality monitoring station within the city, several important conclusions were made. First, it was acknowledged that sufficient measured data was lacking to provide a definitive health risk for the entire city. Only one single data source to define relative cancer risks within the City is not sufficient to determine overall risk because of the high degree of variability of air toxic emissions that occur. Furthermore, much of the available information used in the study was based on theoretical estimations or analyses that either aren't supported by empirical data or cannot be used as a statistical means to assess health effects within the city.

The SCAQMD recently released MATES III, a report on air quality measurements taken over a two year period at ten fixed and five mobile monitoring stations, including the station in Bixby Knolls. The air quality measurements taken from the Bixby Knolls station, as well as a second station located in Wilmington, found that residents' cancer risk from exposure to toxic air pollutants is lower than at other air quality monitoring sites, but still reflects an increased risk for cancer due to exposure to toxic air pollutants. The MATES III study also found that diesel exhaust makes an 84% contribution to this increase in cancer risk.

North Long Beach Strategic Guide for Redevelopment

The Long Beach Strategic Guide for Redevelopment provides a strategic framework that the City of Long Beach Redevelopment Agency can use to make decisions about redevelopment opportunities within the North Long Beach Redevelopment Area, shown in Figure 2-7. One of the most important aspects of the guide is that it identifies strategies for the overall revitalization and redevelopment of the North Long Beach Project Area. These strategies suggest changes in land use, specific development projects, regulatory controls, and public services, all of which can be used as revitalization tools for the North Long Beach Project Area.

The strategies outlined in the guide serve as an important reference for the Community Livability Plan because they help provide an overall framework. Projects proposed in the North Long Beach project area that area part of the Community Livability Plan should ultimately conform to the strategies outlined in the Strategic Guide.

North Long Beach Street Enhancement Master Plan

The Long Beach Street Enhancement Master Plan serves as a guide that the Public Works Department and the Redevelopment Agency follow in making improvements to the public rights-of-way in the North Long Beach Redevelopment Agency Project Area. The Plan was written to complement the North Long Beach Strategic Guide for Redevelopment, and was developed in cooperation with the Strategic Guide Steering Committee. The primary intent of the Street Enhancement Plan is to address the following:

- Infrastructure improvements, (pavement construction/restructuring and storm drains)
- Streetscape improvements (street trees, medians, traffic calming and pedestrian amenities)

A Three Year Specific Action Plan that set forth paving improvement to streets and alleys was incorporated into the Master Plan, and is now complete. The Redevelopment Agency is working on paving additional streets, and will soon complete median planting projects on Del Amo, Atlantic and Artesia.



FOR MORE INFORMATION

Central Long Beach Strategic Guide for Development

http://www.ci.long-beach.ca.us/cd/redevelopment/project_areas/central_project_area_documents.asp

Due to its emphasis on enhancements to the public corridors in North Long Beach, the Street Enhancement Plan is an important reference for the Community Livability Plan regarding improvements that are proposed in North Long Beach neighborhoods. Like the Central Strategic Guide, projects proposed in this planning effort should ultimately conform to the guidelines presented in the Street Enhancement Plan.

Central Long Beach Strategic Guide for Development

Like its North Long Beach counterpart, the Central Long Beach Strategic Guide for Development is a planning tool that provides a strategic framework used to make decisions about redevelopment opportunities in Central Long Beach, shown in Figure 2-7. The City of Long Beach Redevelopment Agency uses the guide to facilitate the transformation of specific Central Long Beach corridors and neighborhoods.

Projects proposed in the Central Long Beach project area that area part of the Community Livability Plan should ultimately conform to the strategies outlined in the Strategic Guide.

Community-Oriented Public Safety (COPS)

Community-Oriented Public Safety is a program coordinated by the Police Department that promotes partnerships between the community and city departments to solve neighborhood problems and improve the quality of life. The Police Department collaborates with the City Prosecutor's Office, individual Council District offices, the Commercial Services Bureau, the Fire Department, and the Department of Health and Human Services, to focus resources on chronic problem locations in each of the four patrol divisions. To date, community partnerships have been developed with participants from Community Code Enforcement, Neighborhood Watch, and business and neighborhood associations.

LEGEND

-  North Long Beach Redevelopment Area
-  Central Long Beach Redevelopment Area
-  West Long Beach Industrial Redevelopment Area
-  Downtown Long Beach Redevelopment Area
-  West Beach Redevelopment Area
-  Livability Plan Area

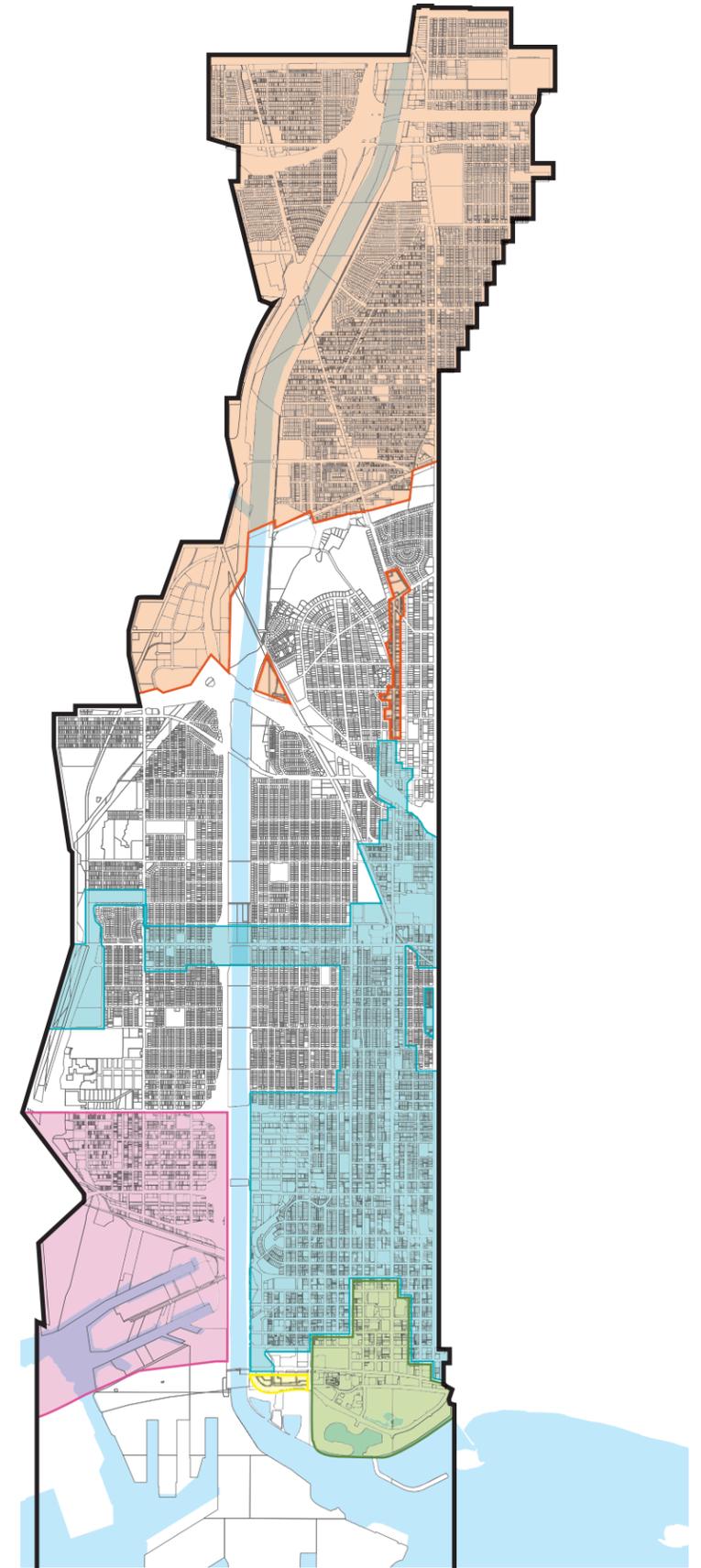


FIGURE 2-7: REDEVELOPMENT PROJECT AREAS

LEGEND

- IMPACT Neighborhood Organization Participant
- LBPD North Division
- LBPD West Division
- LBPD South Division
- Livability Plan Area



Project IMPACT

Project IMPACT is a community-based law enforcement program organized and managed by the Long Beach City Prosecutor’s Office. The program was created through a two-year Federal grant focused on reducing problems with gangs, drugs and other quality of life crimes that afflict one of the most troubled areas of Long Beach. The City Prosecutor’s Office created Project IMPACT to work with the police, code enforcement officers and local residents to better identify potential problem areas and to target criminal activity. The project has successfully helped reduce street-level nuisance crimes and rehabilitate blighted properties that attract drugs and other criminal activities.

The project was recently expanded to include the entire city, and a deputy city prosecutor has been assigned to work in each police substation. This expansion is helping the City respond to the specific resident concerns throughout the entire city.

Locations of Project IMPACT Neighborhood Organization Participants are shown in Figure 2-8.

FOR MORE INFORMATION
Project IMPACT
<http://www.longbeach.gov/citypros/programs/impact.asp>

FIGURE 2-8: PROJECT IMPACT NEIGHBORHOOD ORGANIZATION LOCATION MAP

Existing Conditions Photographs by Category

BRIDGES AND OVERPASSES



PEDESTRIAN BRIDGES



PEDESTRIAN CROSSINGS AND BIKEWAYS



STREETS AND MEDIANS



UTILITY RIGHT OF WAY



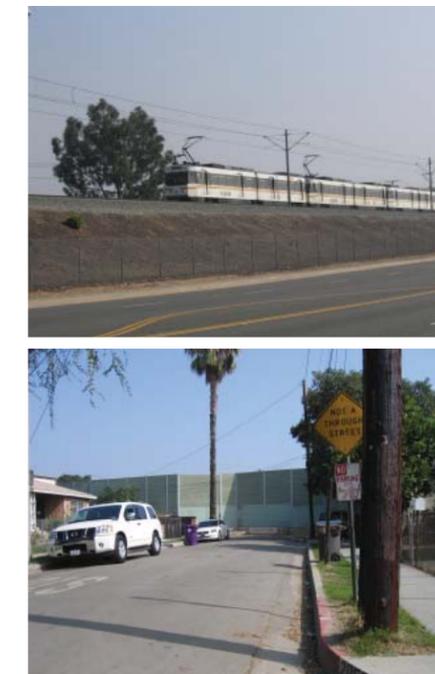
LA RIVER, BIKEWAY, PARKS & RIVERLINK PARK SITES



EDGES: SCHOOLS AND PARKS



EDGES: RAILWAYS



EDGES: FREEWAY



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Chapter Three

CULTURAL NEEDS ASSESSMENT

Different neighborhoods within the Livability Plan area have different needs. These needs are influenced by the neighborhoods' assets as well as their socioeconomic characteristics. In order to develop a more comprehensive understanding of the unique issues, concerns and character of neighborhoods along the I-710 corridor in Long Beach, the project team developed a Cultural Needs Assessment.

The Cultural Needs Assessment has two sections. The first section is a comparative analysis of the demographic characteristics of the Plan area with those of the City of Long Beach as a whole. The second section is a summary of the major issues, concerns and opportunities for change within the Plan area. In both of these areas, the project team first looked at a more general set of demographic characteristics and community issues within the entire Plan area. Then the project team conducted a more detailed analysis of the demographic characteristics within four different corridor subareas, which are shown in Figure 3-1.

LEGEND

- 1 North Corridor
- 2 Central Corridor
- 3 West Corridor
- 4 South Corridor
- Livability Plan Area

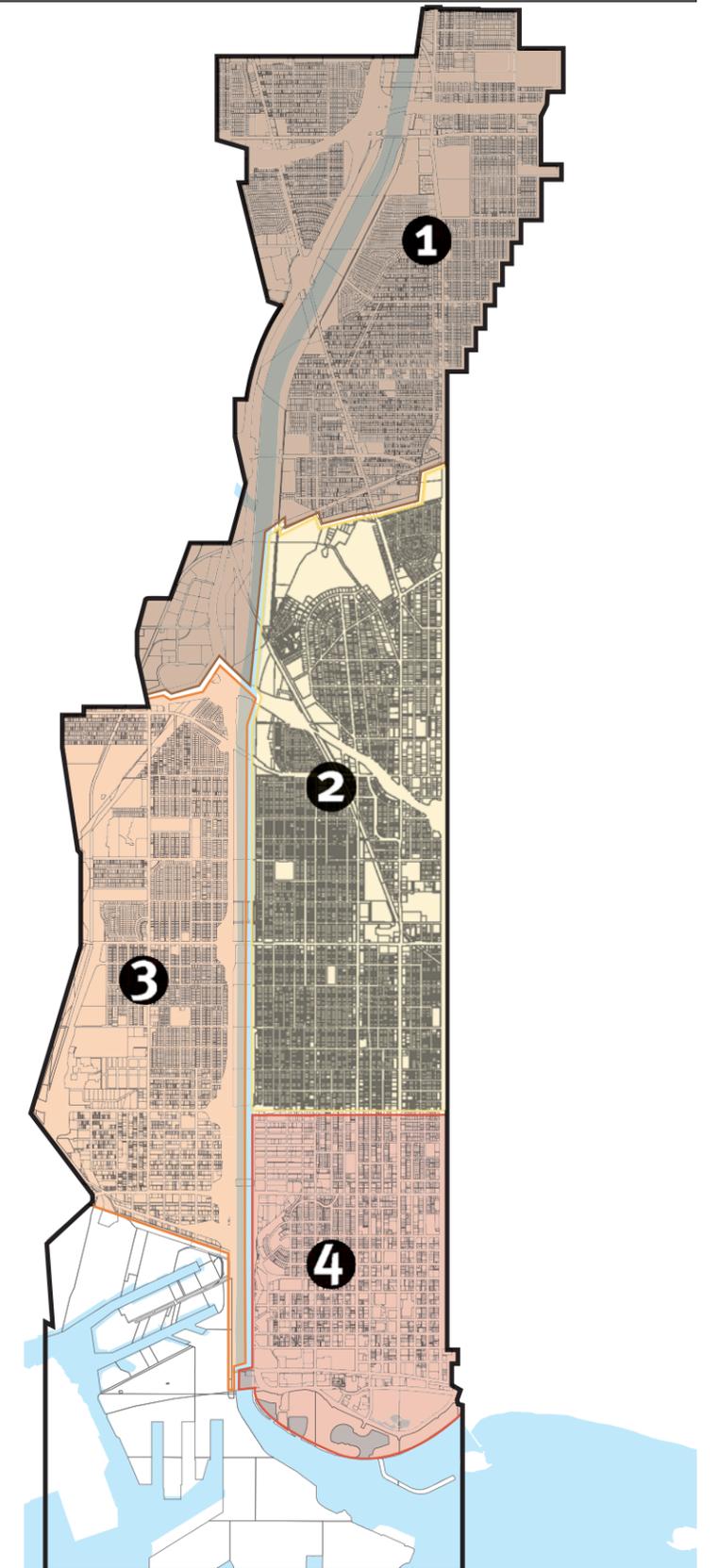


FIGURE 3-1: CORRIDOR SUBAREAS

CORRIDOR DEMOGRAPHICS

According to the 2000 census, the population of the entire city of Long Beach is 461,522 and the City has a total area of 52.3 square miles. The population of 194,900 within the Plan area represents nearly 40% of the city's total population. The Plan area is 16.88 square miles, or 32% of the total land area of the City.

The planning area differs from the rest of the city in its ethnic makeup . For example, of the roughly 165,200 individuals (35.8%) of Hispanic descent who live in Long Beach, roughly 92,000, or 55.7% of these individuals live within the Plan area. The Hispanic population within the Plan area comprises 47.2% of the total ethnic makeup along the corridor, significantly higher than the City as a whole.

While the Hispanic population with the Plan area is high, the white population is much lower than the entire city. Of the roughly 152,700 of white individuals who live in the City of Long Beach, 31,400, or 20.6% live within the Plan area. White individuals comprise 16.1% of the total ethnic makeup along the corridor, though they make up 33% of the total City population.

The African American population makes up 14.8% of the City and 19.2% of the Plan area. The Asian population is nearly equal. The Asian population within the City is 12%, and 12.5% within the Plan area. There is a similar consistency between the remaining ethnic groups within the corridor and in the City as a whole, as shown in Tables 3-1 through 3-4.

Corridor Subareas

The project team tracked Neighborhood Design Workshop attendees by their place of residence within the corridor and created a graphic record of the overall meeting attendance for each of the four workshops, shown in Figure 3-2. Workshop attendees' place of residence most often was in relatively close proximity to the location of the workshop they chose to attend. The project team used the attendance clusters to guide the development of the four Corridor subareas, and then clustered the comments generated in each of those subareas as well.

LEGEND

- Green Pins: Workshop 1 - North Corridor
- Yellow Pins: Workshop 2 - South Corridor
- Red Pins: Workshop 3 - Central Corridor
- Blue Pins: Workshop 4 - West Corridor

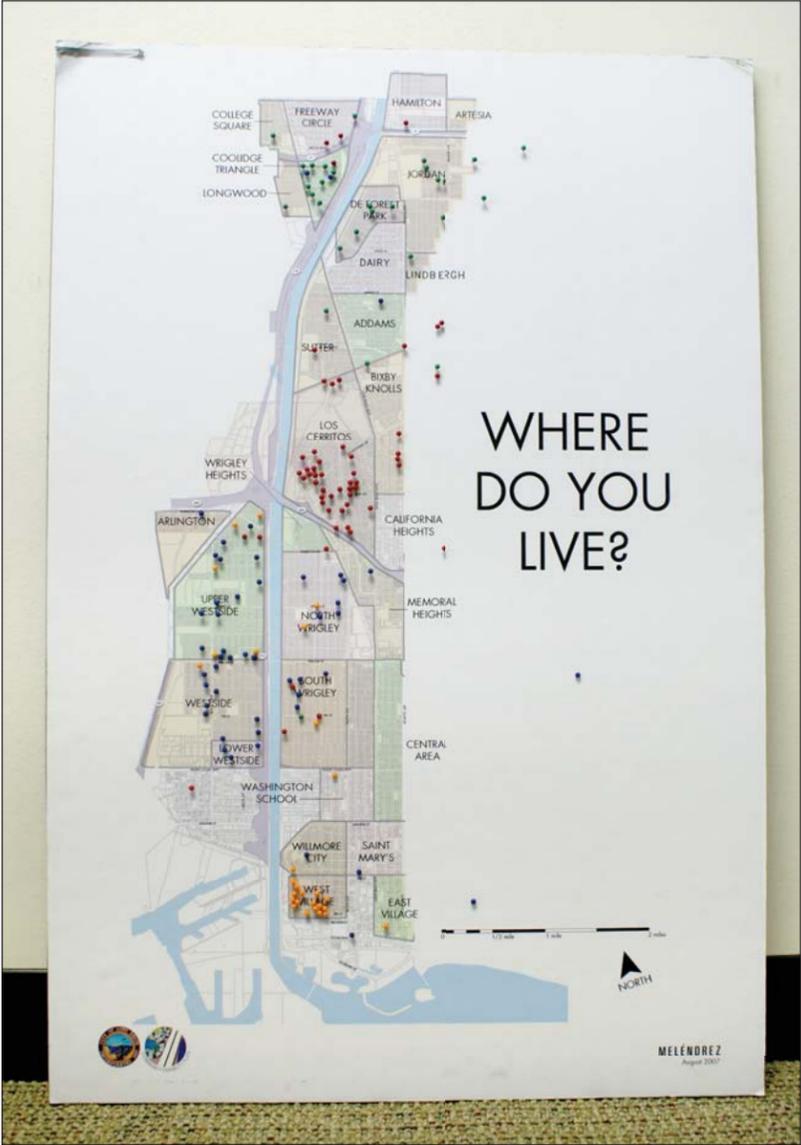


FIGURE 3-2: RESIDENTIAL LOCATIONS OF WORKSHOP PARTICIPANTS



North Corridor

The Neighborhood Design Workshop for the North Corridor Subarea took place at Jordan High School in August of 2007. The boundaries of this Subarea are the City limit to the north, the Los Angeles River to the west, the Livability Plan area boundary to the east, and the Union Pacific railroad line to the south. The subarea incorporates all or portions of twelve different Long Beach neighborhoods, including Addams, Sutter, Dairy, Lindbergh, DeForest Park, Jordan, Hamilton, Artesia, Freeway Circle, College Square, Coolidge Triangle and Longwood.

The population in the North Corridor makes up 14% of the entire population of the City of Long Beach, and 33.3% of the Livability Plan area. The average median household income for the North Corridor is \$35,900, which is similar to the median income of \$37,270 for the entire City of Long Beach. The average median age is 27 years old, which is slightly younger than the City's median age of 30.8.

Table 3-1 is a comparison of the demographic characteristics of the City of Long Beach, the Livability Plan area and the North Corridor subarea. The most notable differences within the North Corridor are with the Hispanic and white populations. Roughly 49% of the population within the North Corridor is Hispanic, which is much higher than the entire City (35.8%) and similar to the Plan area (47.2%). While 33.1% of the entire City is white, within the North Corridor only 14.1% of the population is white.

There are fewer differences in the North Corridor for the remaining ethnic groups. The African American population is 22.5% within the North Corridor but falls to 19.2% within the Plan area and 14.5% for the entire City. Similarly, the Asian population is lower within the North Corridor than within the Plan area and the entire City.

TABLE 3-1: DEMOGRAPHIC CHARACTERISTICS - NORTH

RACE/ETHNICITY	CITY OF LONG BEACH	PLAN AREA	NORTH CORRIDOR
White	33.1%	16.1%	14.1%
Black	14.5%	19.2%	22.5%
Hispanic	35.8%	47.2%	49.0%
Asian	11.9%	12.5%	8.9%
American Indian & Alaska Native	0.8%	0.4%	2.9%
Native Hawaiian & Pacific Islander	1.2%	1.8%	2.5%
Other	0.6%	0.2%	0.2%
Two or more races		2.6%	2.5%
TOTAL POPULATION	461,522	195,167	64,974

Central Corridor

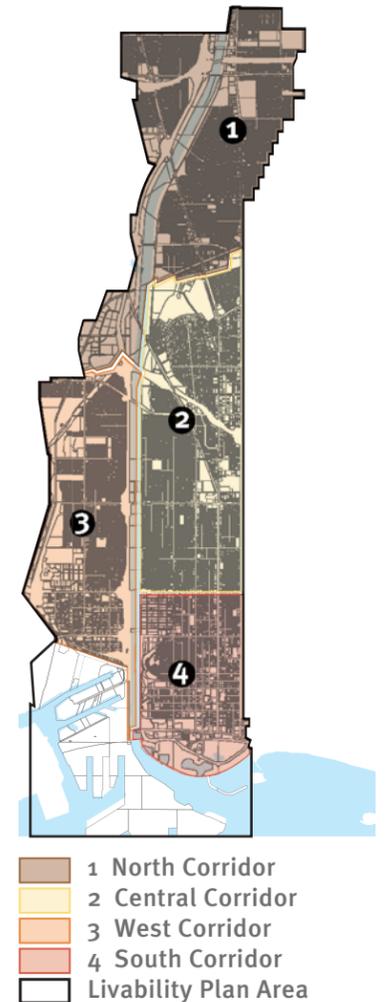
The Neighborhood Design Workshop for the Central Corridor took place at Los Cerritos Elementary School in August of 2007. The boundaries of the Central Corridor are the Union Pacific railroad corridor to the north, Willow Street to the south, the Los Angeles River to the west, and Atlantic Avenue to the east. The subarea incorporates all or portions of six different Long Beach neighborhoods, including Bixby Knolls, Los Cerritos, California Heights, Wrigley Heights, North Wrigley, and Memorial Heights.

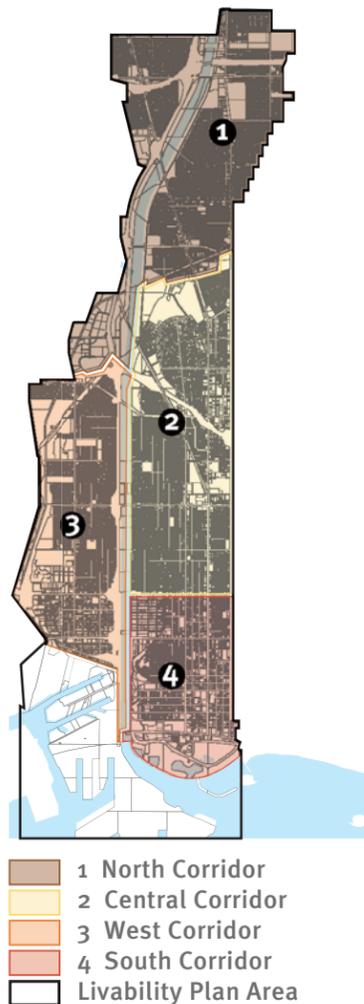
The population in the Central Corridor makes up roughly 11.6% of the entire population of the City of Long Beach, and 27.4% of the Livability Plan area. The average median household income for the Central Corridor is \$45,370, which is higher than the median income of \$37,270 for the entire City of Long Beach. The average median age is 33.3 years old, which is slightly older than the City's median age of 30.8.

Table 3-2 is a comparison of the demographic characteristics of the City of Long Beach, the Livability Plan area and the Central Corridor subarea. Of the four different subareas, the Central Corridor is most similar to the Plan area and the City as a whole. The most notable differences within the corridor are with the Hispanic and African American populations. The Hispanic population within the Central Corridor is 37.3%, which is significantly lower than the population within the Plan area (47.2%), yet similar to the entire City (35.8%). The African American population in the Central Corridor is 19.7%, which is only slightly higher than the Plan area (19.2%) and higher than the City (14.5%).

TABLE 3-2: DEMOGRAPHIC CHARACTERISTICS - CENTRAL

RACE/ETHNICITY	CITY OF LONG BEACH	PLAN AREA	CENTRAL CORRIDOR
White	33.1%	16.1%	23.3%
Black	14.5%	19.2%	19.7%
Hispanic	35.8%	47.2%	37.3%
Asian	11.9%	12.5%	15.0%
American Indian & Alaska Native	0.8%	0.4%	0.35%
Native Hawaiian & Pacific Islander	1.2%	1.8%	1.4%
Other	0.6%	0.2%	0.17%
Two or more races		2.6%	2.8%
TOTAL POPULATION	461,522	195,167	53,518





South Corridor

The Neighborhood Design Workshop for the South Corridor took place at Chavez Park Community Center in August of 2007. The boundaries of the South Corridor Subarea are Willow Street to the north, the Pacific Ocean to the south, the Los Angeles River to the west, and Atlantic Ave to the east. The subarea incorporates all or portions of six different Long Beach neighborhoods, including West Village, East Village, St. Mary's, South Wrigley, Washington School, and the Central Area of Long Beach north of downtown.

The population in the South Corridor makes up roughly 10.5% of the entire population of the City of Long Beach, and 24.9% of the Livability Plan area. The average median household income for the South Corridor is \$22,281, which is significantly lower than the median income of \$37,270 for the entire City of Long Beach. The average median age is 29.9 years old, similar to the City's median age of 30.8.

Table 3-3 is a comparison of the demographic characteristics of the City of Long Beach, the Livability Plan area and the South Corridor subarea. The South Corridor shows a high degree of variation between the City of Long Beach and the Plan area, particularly with regard to the Hispanic population, which makes up 58.5% of the population within the South Corridor. Of the roughly 92,000 individuals of Hispanic descent who live within the Livability Plan area, roughly 28,300 (30.8%) live within the South Corridor.

While the Hispanic population within the South Corridor is very high, the Asian population is very low compared to the City and the Livability Plan area. Within the entire City the Asian population is 11.9%, and within the Plan area the Asian population is 12.5%. But within the South Corridor the Asian population makes up only 6.9% of the total population within the corridor.

TABLE 3-3: DEMOGRAPHIC CHARACTERISTICS - SOUTH

RACE/ETHNICITY	CITY OF LONG BEACH	PLAN AREA	SOUTH CORRIDOR
White	33.1%	16.1%	16.0%
Black	14.5%	19.2%	14.8%
Hispanic	35.8%	47.2%	58.5%
Asian	11.9%	12.5%	6.9%
American Indian & Alaska Native	0.8%	0.4%	0.55%
Native Hawaiian & Pacific Islander	1.2%	1.8%	0.77%
Other	0.6%	0.2%	0.16%
Two or more races		2.6%	2.3%
TOTAL POPULATION	461,522	195,167	48,522

West Corridor

The Neighborhood Design Workshop for the West Corridor Subarea took place at Cabrillo High School in August of 2007. The boundaries of the West Corridor include the City boundary to the north and to the west, the I-710 freeway to the east, and the Port of Long Beach to the south. The subarea includes four different Long Beach neighborhoods, including West Side, Lower West Side, Upper West Side and Arlington.

The population in the West Corridor makes up roughly 6.1% of the entire population of the City of Long Beach, and 14.4% of the Livability Plan area. The average median household income for the West Corridor is \$38,162, which is similar to the median income of \$37,270 for the entire City of Long Beach. The average median age is 30.5 years old, which is almost exactly the City's median age of 30.8.

Table 3-4 is a comparison of the demographic characteristics of the City of Long Beach, the Livability Plan area and the West Corridor subarea. The West Corridor differs from the City and the Plan area in several ways. The most notable difference is the small white population that lives in West Long Beach. Of the roughly 152,700 people of Caucasian descent who live in Long Beach, only 2,100 of these individuals, or 1.4%, live in West Long Beach. The West Corridor stands out from the other corridor subareas in its substantial Asian population. While 11.9% of the population in the entire City is Asian, within the West Corridor the Asian population climbs to 25.5%. Of the roughly 55,900 individuals of Asian descent who live in Long Beach, roughly 12.8% live in the West Corridor.

TABLE 3-4: DEMOGRAPHIC CHARACTERISTICS - WEST

RACE/ETHNICITY	CITY OF LONG BEACH	PLAN AREA	WEST CORRIDOR
White	33.1%	16.1%	7.5%
Black	14.5%	19.2%	18.0%
Hispanic	35.8%	47.2%	42.5%
Asian	11.9%	12.5%	25.5%
American Indian & Alaska Native	0.8%	0.4%	0.42%
Native Hawaiian & Pacific Islander	1.2%	1.8%	3.0%
Other	0.6%	0.2%	0.18%
Two or more races		2.6%	2.8%
TOTAL POPULATION	461,522	195,167	28,153



CORRIDOR WIDE SUMMARY: Livability Concerns, Neighborhood Strengths and Desired Changes

In each of the four Neighborhood Design Workshops, participants formed small groups and answered the following three questions:

1. What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?
2. What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?
3. What would you specifically like to change or improve in your corridor neighborhood?

Participants in each small group first identified and recorded their overall livability concerns in their neighborhoods and corridor as a whole. Each participant also prioritized his or her top three livability concerns, so that an overall sense of priority could be determined among the concerns. Participants then identified and recorded neighborhood strengths and desired changes on a map of the Plan area. The goal of this exercise was to connect the specific neighborhood strengths and changes to physical locations within the study area.

In completing these exercises, residents generated hundreds of comments. The project team then organized and grouped residents comments into thirteen different categories, as shown in Table 3-5, Resident Comment Categories. Table 3-6 summarizes the categories of workshop responses about overall livability concerns that were prioritized as “top three issues” by participants in the workshops. The highest volume of comments was recorded in the corridor as a whole related to I-710 concerns, including air quality and noise. Other often cited areas of concern include pedestrian and bicycle improvements that need to be made along the corridor, a range of public safety issues, and concerns related to the quality of trees and streetscapes. Participants’ identified neighborhood strengths and desires for change were also grouped into the same categories.

Table 3-7, summarizes the workshop responses relating to major identified strengths along the corridor. The volume of comments was highest relating to existing neighborhoods, including local services, facilities and amenities – 57 comments were made relating to this issue. Other strengths that were listed – 27 comments in all - related to existing parks, greenbelts and open spaces. 13 comments were made relating to the strengths of social networks of people, groups and organizations, followed by 12 comments about the strength in existing neighborhoods’ trees and streetscapes.

TABLE 3-5: RESIDENT COMMENT CATEGORIES

1	710 Freeway: Air Quality, Health and Noise
2	Pedestrian and Bicycle Improvements
3	Public Safety
4	Trees and Streetscapes
5	Parks, Greenbelts and Open Spaces
6	Traffic and Parking
7	Neighborhoods, Services, Facilities and Amenities
8	Code Enforcement
9	Streets and Alleys
10	LA River Improvements
11	Transportation and Goods Movement
12	People, Groups and Organizations
13	Uncategorized

Table 3-8, summarizes the workshop responses relating to desired changes in the corridor. Interestingly, residents also indicated that the most significant opportunities for change are with the quality of the neighborhoods, including their services, facilities, and amenities. 73 comments were made relating to this category. Participants made 48 comments relating to changes to the quality and/or availability of parks, greenbelts, and open spaces, as well as 37 comments relating to constructing and enhancing pedestrian and bicycle facilities, and 28 comments addressing changes relating to trees and streetscapes. While it was not in the top five categories of change identified by participants, 24 comments were made about changes relating to the 710 freeway.

An assessment of overall priorities in the corridor can play an important role in future planning efforts, as City staff and policy makers seek to develop future plans and projects that are responsive to residents concerns and expectations. A complete list of community comments from the Neighborhood Design Workshops, organized by workshop, category, and question, is included in the Appendix to this document. Ultimately, these comments have informed the selection of individual projects included on the Neighborhood Improvements map included in Chapter Four.

TABLE 3-6: CORRIDOR-WIDE WORKSHOP RESPONSES - CONCERNS

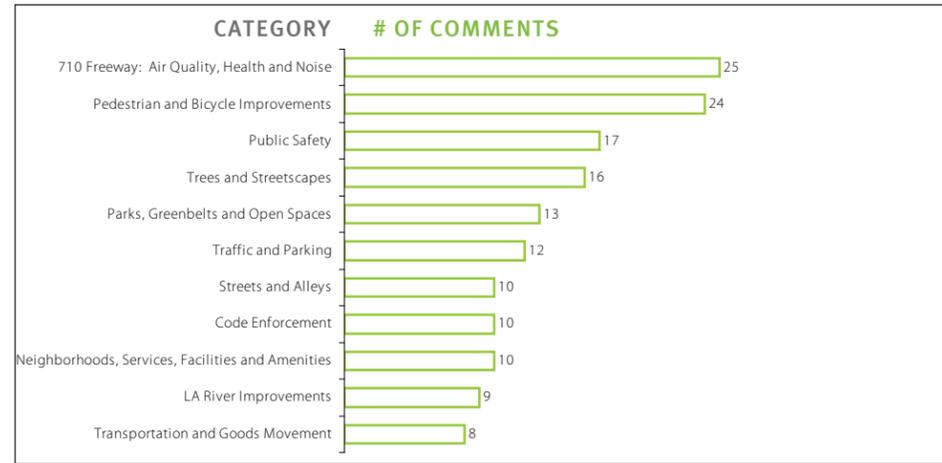


TABLE 3-7: CORRIDOR-WIDE WORKSHOP RESPONSES - STRENGTHS

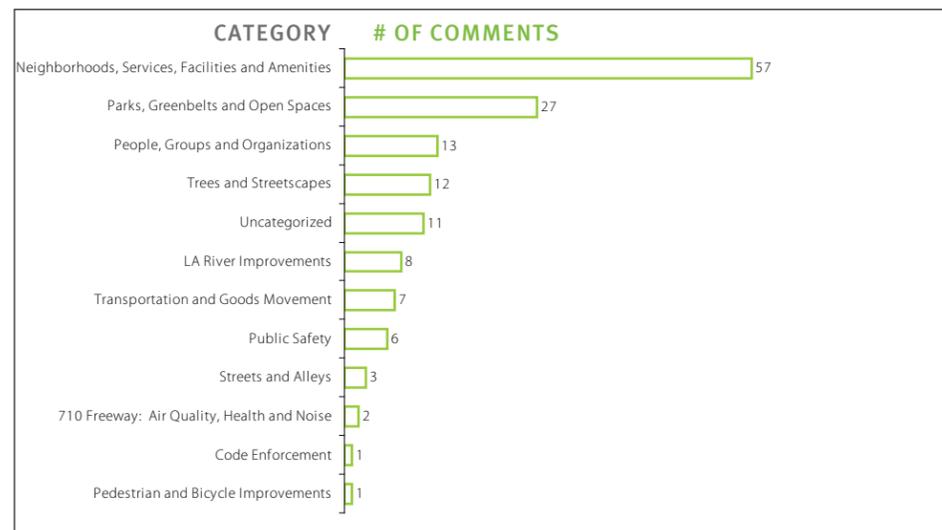
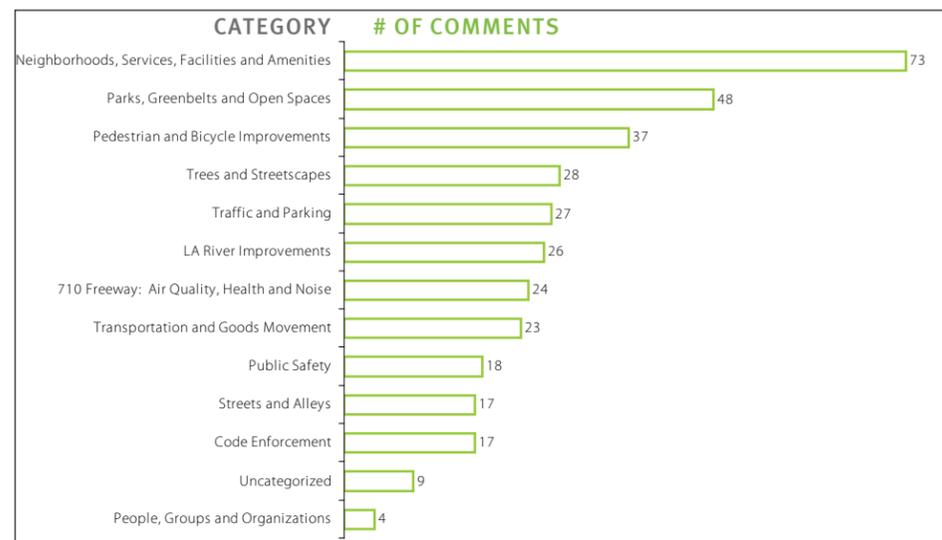


TABLE 3-8: CORRIDOR-WIDE WORKSHOP RESPONSES - CHANGES



CORRIDOR SUBAREA PRIORITIES FOR CHANGE

In addition to categorizing and ranking residents' comments about corridor livability concerns, as well as neighborhood strengths and desired changes, for the corridor as a whole, the community priorities for change within the corridor subareas identified in Figure 3.1, were also compiled. In the sections below, and in Tables 3-9 through 3-12, residents' comments relating to priorities for change within the subareas are discussed and summarized by category. The categories of comments, and the number of comments made relating to each category, in each subarea, are summarized on the tables. Categories which received the most comments to those that received the least comments are shown in descending order on the tables. Although these desired changes were organized in a hierarchy, and categories which received the most comments during the workshops are identified, it is important to acknowledge that all of the categories were an important part of the assessment of community input that led to developing the Plan recommendations. Each of these categories and the comments associated with them informed the team in identifying a comprehensive range of neighborhood improvement projects and conceptual designs for the entire Plan area.

The I-710's impact on community livability was clearly recognized by participants in the Neighborhood Design Workshops. As noted above it was the top overall livability concern indicated by participants in the corridor as a whole. However, when the discussion with workshop participants turned specifically to residents' desired changes in the neighborhoods, they were encouraged to focus on improvements that could be made locally in the short term, and with or without the freeway and its impacts. Therefore, it is interesting to note that when looking at the comments relating to changes, the 710 category still ranked in the top five in two of the four workshops. For example, six comments relating to the 710 were made by south workshop participants, two thirds as many comments as were made about the top priority category for change in that workshop, Pedestrian and Bicycle Improvements. In the west corridor workshop, while 26 comments were made about changes desired relating to Neighborhoods, Services, Facilities and Amenities, 11 comments were also made about changes desired in connection with the 710.

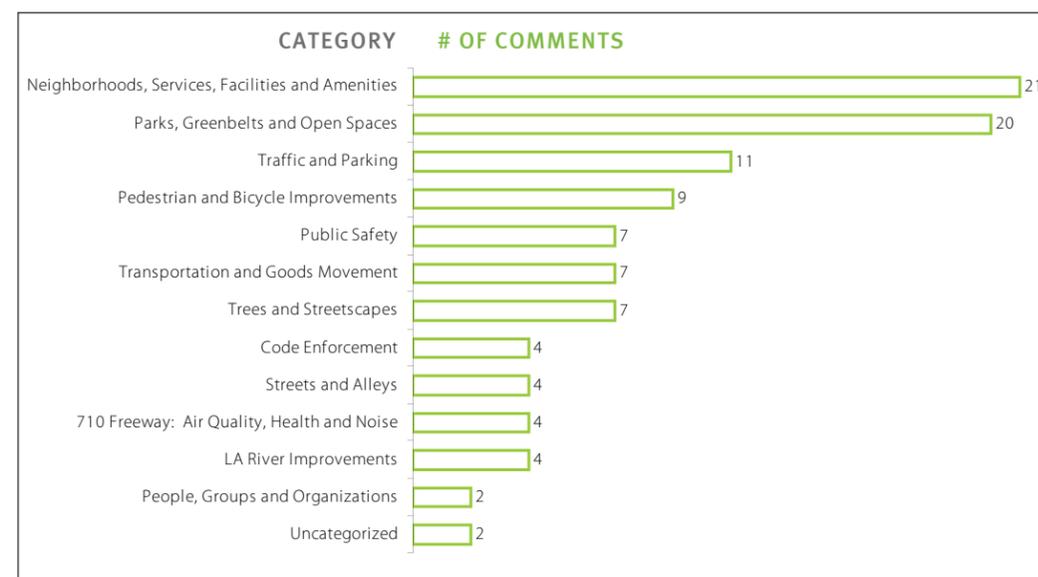


North Corridor Priorities

Table 3-9, identifies the categories of changes into which comments made by the participants in the Jordan High School workshop were organized. Most comments were made (21) in this workshop about potential changes within north Long Beach neighborhoods, including changes to services, programs, and facilities themselves, as well as neighborhood amenities. The fewest comments were made (2) about changes relating to people, groups and organizations. Comments which fell into the “uncategorized” category related to improving businesses and homes along Lime Street, and improving access to downtown Long Beach.

The North Corridor workshop was attended primarily by residents of North Long Beach, including many residents who are part of the Coolidge Triangle Neighborhood Association, the DeForest Neighborhood Association, and other community groups. Participants made many comments about the lack of services and amenities in north Long Beach, and cited the need for supermarkets, more recreational facilities and programs, better restaurants, and more retail stores. Residents also spoke about the maintenance of parks and recreation facilities in the community, as well as addressed the need for events and programs for youth, and better access to the LA River.

TABLE 3-9: NORTH CORRIDOR CHANGES

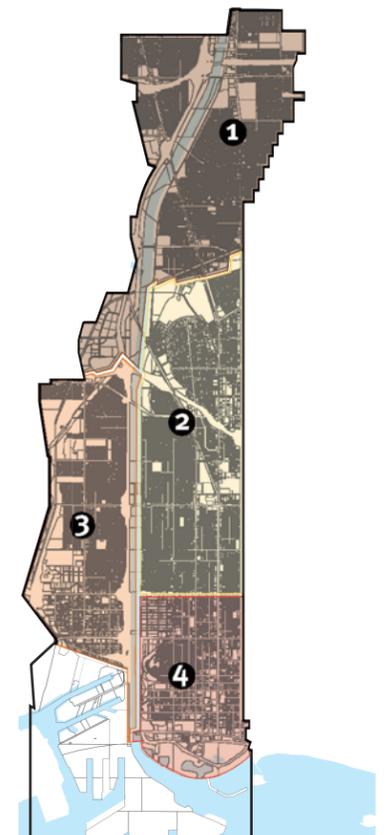
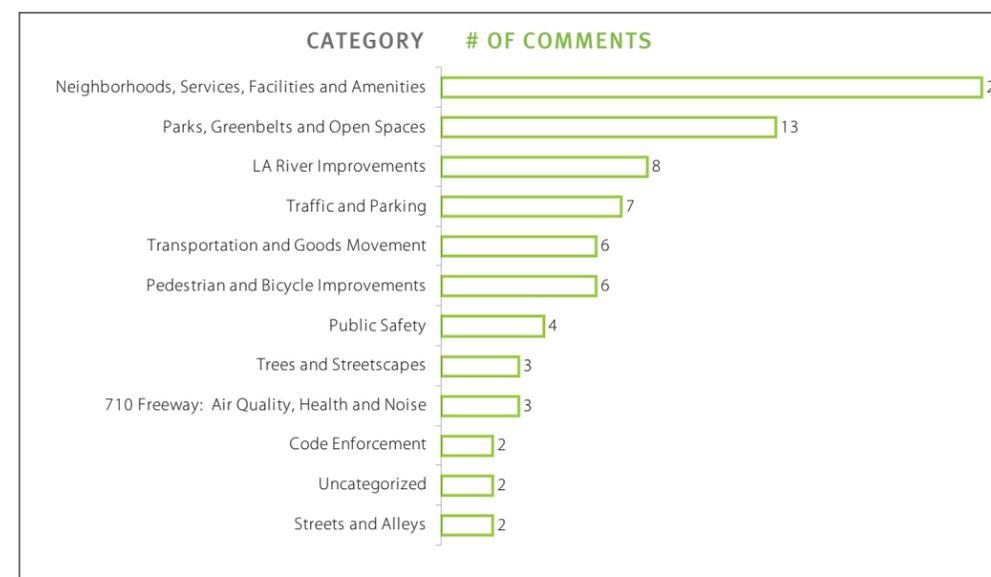


Central Corridor Priorities

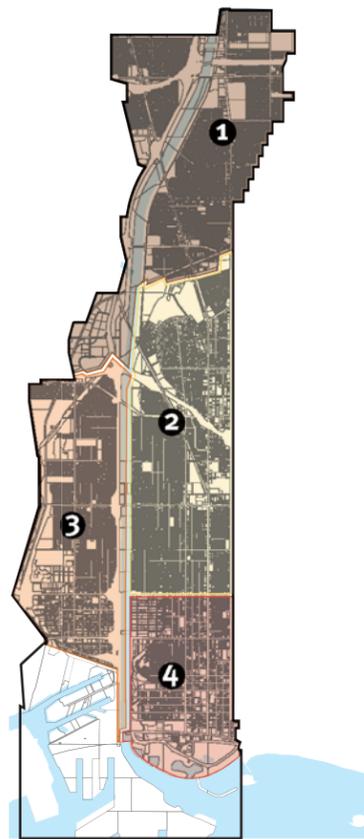
Table 3-10, identifies the categories of changes into which comments made by the participants in the Los Cerritos Elementary School workshop were organized. Interestingly, as in the north corridor, the most comments were made, 21 as well, in this workshop about potential changes within central corridor Long Beach neighborhoods, including changes to services, programs, and facilities themselves, as well as neighborhood amenities. The fewest comments were made (2) about changes relating to streets and alleys. Comments which fell into the “uncategorized” category related to using better construction materials and improving water quality in the harbor.

The Central Corridor workshop was attended predominantly by residents of the Los Cerritos area. Many comments about the need for new services and retail stores reflect the fact that Los Cerritos is predominantly a single-family residential neighborhood, with evolving arterial commercial corridors. There were also many comments about the need for new recreational programs for kids. Los Cerritos Park is a passive park recreational facility that does not incorporate ball fields, courts or organized playgrounds. Finally, due to the close proximity of Los Cerritos to the LA River, there were a number of comments about improvements to enhance river access and safety.

TABLE 3-10: CENTRAL CORRIDOR CHANGES



- 1 North Corridor
- 2 Central Corridor
- 3 West Corridor
- 4 South Corridor
- Livability Plan Area



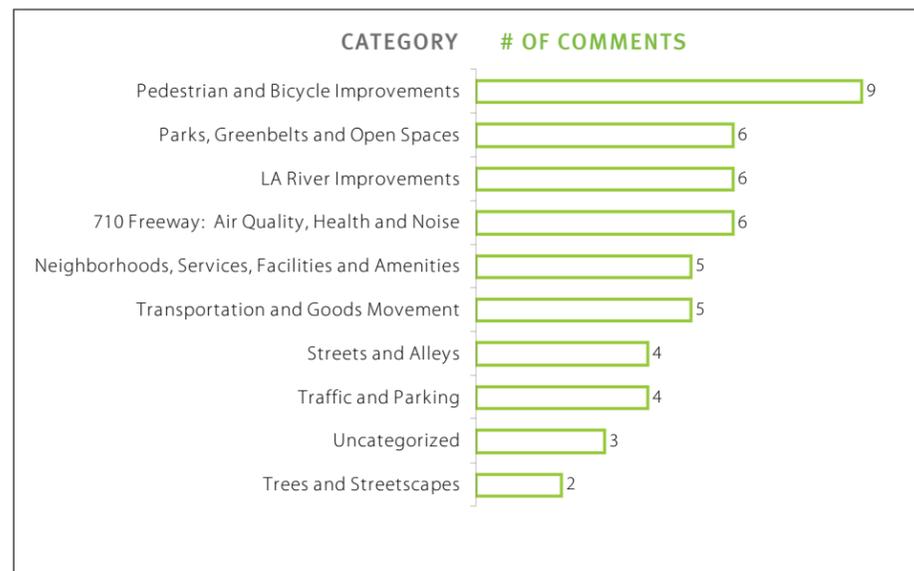
- 1 North Corridor
- 2 Central Corridor
- 3 West Corridor
- 4 South Corridor
- Livability Plan Area

South Corridor Priorities

Table 3-11, identifies the categories of changes into which comments made by the participants in the Cesar Chavez Recreation Center workshop were organized. At this workshop, attendance was much lower than at others, and the most comments were made, 9 in all, about potential changes relating to Pedestrian and Bicycle Improvements. The fewest comments were made (2) about changes relating to trees and streetscapes. In all, comments focused more narrowly on pedestrian issues, as well as parks, greenbelts and open spaces for children, LA River Improvements, and the 710 Freeway. Comments which fell into the “uncategorized” category related to augmenting school services and improving the City’s rent control policy.

The Cesar Chavez Elementary School Mothers Brigade was strongly represented at the South Corridor workshop. This group was focused on the safety of children who cross Third Street, as well as the 710 on-ramp, in order to get to Chavez Elementary School and nearby Chavez Park. This group was interested in improved crosswalks, the possible construction of a pedestrian bridge, and other changes that will improve the safety for kids who walk across busy intersections and frequently participate in the recreational programs at Chavez Park. Residents of this part of the corridor are directly impacted by 710 freeway on ramps and off ramps. Freeway noise and air quality impacts, as well as direct traffic roadway interfaces are on their minds. Further, participants expressed concerns about harbor area odors and their impacts. Finally, these participants expressed awareness that they live in close proximity to the LA River, but unable to easily access it, and afraid of the homeless population within the river corridor.

TABLE 3-11: SOUTH CORRIDOR CHANGES

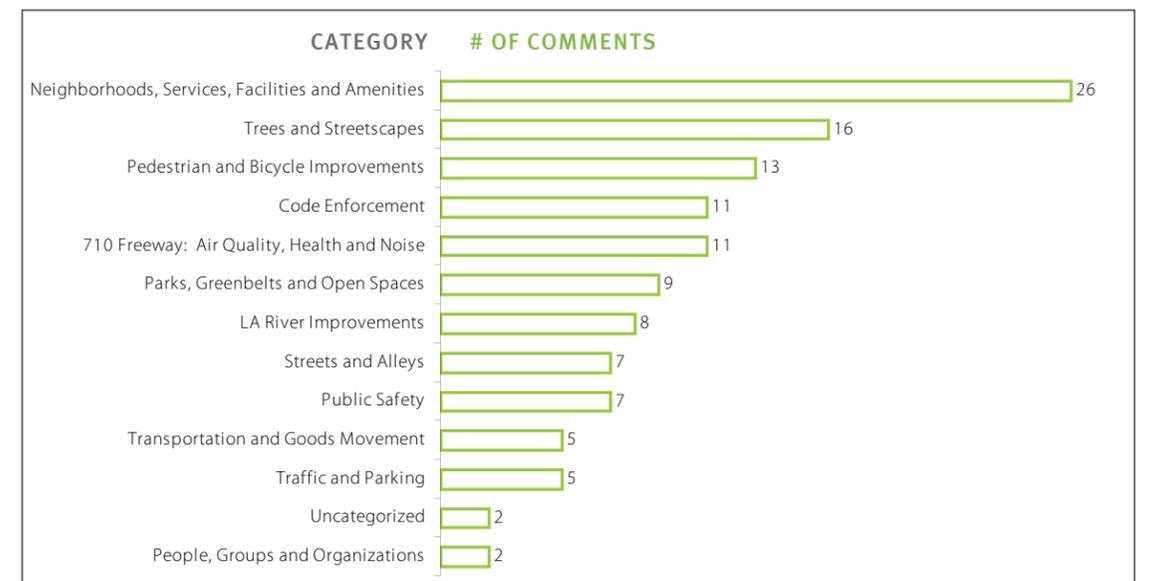


West Corridor Priorities

Table 3-12, identifies the categories of changes into which comments made by the participants in the Cabrillo High School workshop were organized. At this workshop, in concert with the North and Central corridor residents, most comments were made, 26 in all, about potential changes within west corridor Long Beach neighborhoods, including changes to services, programs, and facilities themselves, as well as additional neighborhood amenities (specifically banking institutions.) 16 comments were made about changes relating to Trees and Streetscapes, another major focus of the workshop attendees. The fewest comments were made (2) about changes relating to people, groups and organizations. Comments which fell into the “uncategorized” category related to public school regulations and City planning efforts.

The West Corridor workshop was attended by residents of West Long Beach, including members of the West Long Beach Neighborhood Association. Individuals who live in West Long Beach were primarily concerned with a general lack of amenities and services in the community, particularly supermarkets, banks, and a cultural center. They also commented on the need to improve safety for pedestrians, particularly on existing freeway and river overpasses. Residents of Wrigley Heights who are members of the Wrigley Neighborhood Association, also attended this workshop. These residents focused on the tree planting activities underway in the Wrigley area, and commented about the air quality and noise impacts from the I-710 freeway, and the importance of greening the neighborhood by planting new trees that will improve the environment.

TABLE 3-12: WEST CORRIDOR CHANGES



Chapter Four

WHAT IS THE COMMUNITY LIVABILITY PLAN'S MISSION?

Preparing a Community Livability Plan for the entire eight mile stretch of I-710 corridor in Long Beach is a significant undertaking, addressing over 29 individual neighborhoods, parts of four City Redevelopment Project Areas, parts of multiple City Council Districts, major freeway and river corridors, and all of the other key components so critical to neighborhoods. The mission for this work has multiple dimensions, and responds to issues from the global to local, in the same way that the livability issues impacting the corridor are broad ranging, from the global economy and goods movement systems to the design of local corridor neighborhood streets, schools, parks, trails and bikeways.

Acknowledging this complex reality, the project team tackled the following tasks in developing the Community Livability Plan:

- Educate the community about the larger outside issues affecting livability inside the corridor neighborhoods.
- Provide information about initiatives already underway, regionally, and beyond, to address the global issues impacting livability inside the City's corridor neighborhoods.
- Make recommendations about corridor-wide improvements which can be tied to the I-710 Major Improvements project, and its EIR. Set the bar high for the I-710 project and suggest components of that project that must be considered, in order to mitigate project impacts on the corridor neighborhoods, and to enhance connectivity within the corridor – for more than just goods movement.
- Make recommendations about improvements that can be made on the ground in corridor neighborhoods, in order to improve livability and quality of life there, with or without the I-710 major improvements project.
- Make any and all recommendations, while being aware of the work already underway and planned in these neighborhoods, by City departments and agencies, and facilities and services in these neighborhoods that are already assets in them, and that support a high quality of life.

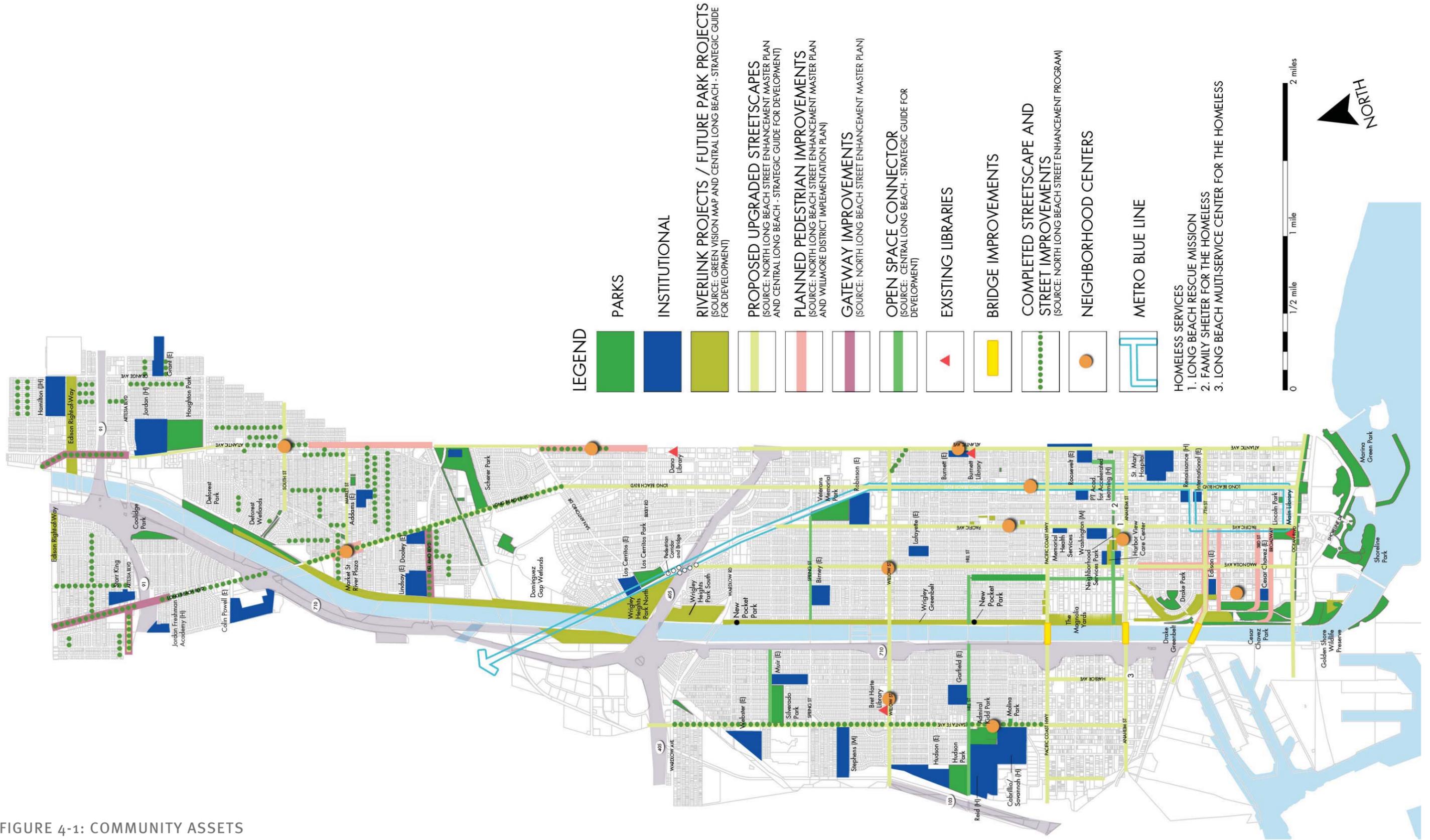
In order to respond to this mission, and each of these tasks, the team has prepared, and includes on the following pages: a community assets map; a summary of the plans and initiatives already responding to larger livability issues affecting the corridor neighborhoods, but outside the scope of the neighborhoods; a map and recommendations addressing corridor-wide issues; and a map, recommendations, and a series of conceptual designs addressing neighborhood issues.

COMMUNITY ASSETS

Various City departments and bureaus, including Public Works, Redevelopment, Neighborhood Services, and Parks, Recreation and Marine are stewards of a significant number of existing plans and initiatives within the corridor area. One of the first tasks in this project was to compile important projects and initiatives, facilities and strategy areas in a single corridor Community Assets Map, which is shown in Figure 4-1. This map has served as an important reference for the planning work of this project, provided context for the comments made by the community, and served as a jumping off point for our process.

Compiling a single map of significant facilities (parks, schools, libraries, social service centers), projects (RiverLink, streetscape, pedestrian and gateway improvements, open space connectors, neighborhood centers, neighborhood improvement strategy areas) helped the team to understand where improvements have already been made, or are planned. In reviewing and discussing this asset mapping, individual City departments, often understandably focused on their own separate responsibilities, gained a broader perspective of the City initiated activity – already contemplated or underway. Ideas about linkages between projects have then been a focus of the corridor wide and neighborhood recommendations. Further, this mapping has served as a reminder that the corridor neighborhoods are not a clean slate, that they are evolving now. Livability Plan initiatives should neither reinvent the wheel, nor duplicate existing activity, but complement and add to the City's livability agenda. Finally, the mapping is an educational tool for community residents, shedding light on the City's plans, actions and strategies already in place, and providing a solid foundation for the additional recommendations for action in this Plan.

FIGURE 4-1: COMMUNITY ASSETS





REGIONAL POLICY FRAMEWORK

In addition to the activities and actions of the City and local agencies, regional state and even national entities' actions and initiatives also have an impact on the I-710 corridor neighborhoods' livability. The Gateway Cities Council of Governments (GCCOG) published the first step toward an Air Quality Action Plan for the I-710 corridor in June of 2007. The following brief summary of broader regional policies impacting air quality in the I-710 corridor neighborhoods has largely been drawn from the information compiled and included in the GCCOG's report, which describes the state, regional and subregional activities related to air quality and goods movement.

The Ports

Clearly, the I-710 Freeway and Ports and the associated goods movement systems, contribute significantly to air quality, health, traffic, noise and aesthetic impacts to the I-710 corridor neighborhoods. The Port of Long Beach, together with the Port of Los Angeles to the west of it, are the two busiest container seaports in the United States, and together are the fifth busiest in the world. The components of the goods movement systems in the port, including ships, marine and harbor equipment and vehicles, trains, trucks and land-side equipment that are powered by diesel fuels, all contribute to the air pollution impacting the residents of the I-710 corridor neighborhoods. Air pollutants at the ports include nitrogen oxides (NO_x), which contributes to smog, and particulate matter (PM), which poses health risks. These pollutants exacerbate air quality impacts in this region, only one of two regions in the State of California not attaining air quality standards.

In response to this port-related air quality concern, new policy and action plans have been adopted by both Ports, and are in the process of being implemented. These actions include the Port of Long Beach Green Port Policy, the Port of Los Angeles Clean Air Program, and the San Pedro Bay Ports Clean Air Action Plan, all of which are described in Chapter Two of this document. Changes that will result from the implementation of these policies and plans include: in-Port greening and equipment conversion to cleaner fuel sources and/or electric power, ship cold ironing (the ability for ships to plug in to electric power while in port, instead of burning diesel fuel), shipping/marine equipment conversions to cleaner fuel sources, and conversions to cleaner burning trucks.

The Rail Systems

Rail related air quality improvements measures being implemented in the Ports include upgrading locomotives and trains to the cleanest burning systems, as well as additional emphasis on developing on-dock rail facilities, which get goods directly from ships to rail without moving goods by trucks between the two modes of transportation. Further, advanced technologies are being considered and explored

for goods movement, such as high speed magnetic levitation rail systems which use electric power. In fact, the Locally Preferred Strategy for the I-710 Corridor Project EIR/EIS mandates that advanced and alternative technologies are considered in the design of the improved facilities for both trucks and cargo, in addition to mandating that any improvement project to the freeway also improves air quality in the corridor.

Harbor Area Refineries

During this plan public outreach process, corridor neighborhood residents have commented on the noxious odors emanating from refineries in the Harbor area, which impact their quality of life. While refineries do pollute, they are tightly regulated, and their air quality impacts are substantially less than shipping, port and trucking impacts stemming from burning diesel fuel and resultant particulate matter air pollution. At this time there is little local, coordinated action to more closely monitor the operation of local refineries, accidental air releases from them, and their specific impacts on community livability. Should Long Beach consider this a priority going forward, the focus of action should likely be on the accidental release issue, instead of pollution stemming from their normal operation.

Subregional Air Quality Initiatives

At a subregional level, the Gateway Cities Council of Governments (GCCOG) Clean Air Program is also ongoing, and complements the work the Ports are doing directly. This program has been underway since 2002, and includes funding for trucking fleet modernization, and adding emission reduction devices to port trucks. Further, the GCCOG Air Quality Action Plan itself is intended to determine and quantify the existing air quality and public health setting for the subregion, determine the effectiveness of planned near-term air quality improvements, analyze and determine possible new air quality improvements or strategies for the subregion, develop a plan to implement and measure air quality improvements for the region, and work with Regional, State and Federal Agencies, industry stakeholders, local communities to develop consensus.

State Air Quality Initiatives

At the State level, the Governor's office has spearheaded the California Goods Movement Action Plan, prepared by CARB and the Business, Housing and Transportation Department. This Plan is the first in the state to address goods movement as both an economic engine for the state, as well as an impact on the state's environment. The Plan both identifies goods movement system improvements for the state to improve the flow of cargo and to mitigate air quality impacts.

CARB has also been implementing the Diesel Risk Reduction Plan since 2000. However, importantly, CARB has now introduced specific emissions standards and low sulfur fuel requirements as part of an Emission Reduction Plan for Ports and

FOR MORE INFORMATION

Port of Long Beach Environmental Programs

<http://www.polb.com/environment/default.asp>

GCCOG Air Quality Action Plan

<http://www.gatewaycog.org/gateway.html>

California Goods Movement Action Plan

<http://www.arb.ca.gov/gmp/gmp.htm>

Emission Reduction Plan for Ports and Goods Movement in California

<http://www.arb.ca.gov/planning/gmerp/gmerp.htm>

Goods Movement in California, introduced in 2005 and 2006. The goals of the Plan are to:

- Reduce emissions to 2001 levels by 2010;
- Continue reducing emissions until attainment of applicable standards is achieved;
- Reduce diesel-related health risks 85% by 2020; and,
- Ensure sufficient localized risk reduction in each affected community.

CORRIDOR-WIDE IMPROVEMENTS

The City of Long Beach initiated this Community Livability Plan in part because of the many community concerns that emerged from the City's outreach process for the I-710 Major Corridor Study. In order to follow through on, and continue the process of, community engagement around the I-710 corridor issues that began to emerge during the major corridor study, this planning process and its outreach component have been completed. The City recognizes that the community outreach around these issues to date has revealed significant community concerns about the scope, form and impacts of any I-710 corridor improvements project to come. The set of corridor wide recommendations to follow in this section have been catalogued in order to provide input that is intended to influence the I-710 Major Improvements Project EIR/EIS, which was initiated early in 2008, and the mitigation measures that must be completed as part of the project. Corridor-wide recommendations are listed in Table 4-1.

A number of categories of potential corridor-wide improvements have been identified and mapped in Figure 4-2. These categories of improvements are defined, described and in some cases conceptually illustrated below.

Freeway Noise/Air Impact Zone Areas closest to the I-710 corridor, within a roughly 200 meter (650 ft.) distance from it, are most impacted by emissions and traffic noise from the corridor. Mitigation measures should respond to the needs of individuals who live, work and go to school within this impact zone. Measures which may be implemented within this zone include providing indoor air filtration devices, a program which is already being test-piloted at Hudson Elementary School in west Long Beach. This program could apply in some form to public facilities such as schools and other community facilities, as well as to private residences and businesses. Providing incentive or assistance programs to install double-paned windows in schools as well as in private residences and businesses could also mitigate noise and air quality impacts in this zone. Finally, soundwalls must be implemented as part of any I-710 improvements project in order to reduce the noise impacts of the freeway on adjacent residences, schools and other public gathering places. Public art on soundwalls facing the neighborhoods should also be included, along with green- ing, to enhance the view of such buffers.

Hill Street Pedestrian Bridge Hill Street is home to several public schools and parks, as well as residential neighborhoods. It is bisected by the I-710 and the LA River corridor, and terminates at the Terminal Island Freeway. City plans have already identified Hill Street as an open space connector from east to west through the corridor area. In order to facilitate this east-west connection, a pedestrian and bicycle only bridge should be considered for construction at this location as part of the I-710 major improvements project. While other locations within the City may be appropriate for separated pedestrian and bicycle crossings of the I-710 and LA River, this opportunity stands out, given the right of way width existing on Hill Street, the opportunity it presents as a major linkage to several public schools on the east and west sides of the corridor, and the benefits of providing an alternative to pedestrian and bicycle traffic on both Pacific Coast Highway and Willow Street.



I-710 Bridge and Overpass Improvements I-710 Bridge and Overpass Improvements Several I-710 bridges have been identified as “early action items” of the I-710 Major Corridor Study. These include the Shoemaker Bridge replacement, which is in design at this time. As bridge and overpass improvements and replacements are designed, and bridges are presumably widened, multiple modes of travel and transportation on them should be fairly considered, in order to facilitate residents’ travel from one side of the freeway and river to the other. Accessibility and safety for pedestrians and bicyclists must be a priority, with provision made for separated bike lanes, pedestrian lighting, wider and ADA compliant safe sidewalks and ramps, signage and possibly even public art elements.

RiverLink Open Spaces The City of Long Beach is currently spearheading and securing funding for development of the RiverLink, a proposed system of open spaces, gateways and open space connectors that will strengthen the physical connections between the Los Angeles River and surrounding corridor neighborhoods and commercial and industrial districts. The RiverLink system is a vital part of the Los Angeles River corridor, and must be supported and enhanced by the I-710 Major Improvements Project. Future I-710 construction projects should be designed to avoid existing and future RiverLink plans and projects as well as avoid compromising access to and public enjoyment of the River itself at interchanges and other potential points of conflict.

LARIO Trail The Class I bike path, known as the LARIO trail, under the jurisdiction of Los Angeles County, runs adjacent to the Los Angeles River from the terminus of the Rio Hondo near Lynwood, through Long Beach, to the Pacific ocean. Although the bike path is constructed, suggestions have been made, in the RiverLink plan, and in the outreach conducted as part of this Community Livability Plan, to improve the trail by adding landscaping, seating, shade, signage and other wayfinding measures, and by improving access to the trail from surrounding residential neighborhoods. Like the RiverLink park, greenway and connections system itself, the LARIO is a vital part of the Los Angeles River corridor in Long Beach, and access to it should be enhanced by the I-710 Major Improvements Project. However, in order to ensure that the LARIO trail is the community asset and recreation destination that it can and should be, it will also be critical to address the river corridor challenges and the homeless population that currently exists there. Residents have identified this issue as a serious safety concern in the Community Livability Plan outreach process, and described it as a major impediment to their use and enjoyment of the LARIO trail. In fact, it was noted at a public workshop that without this issue being addressed, RiverLink may be instead perceived as “crimelink,” and the access and connections it provides may be unwelcome in corridor neighborhoods.

I-710 Corridor Green Zone As noted above, areas closest to the I-710 corridor, within a roughly 200 meter (650 ft.) distance from it, are most impacted by it. Green zone improvements in these areas should include tree and landscape planting. Tree planting efforts in this zone can play a role in reducing levels of ozone, PM10, nitrous oxide and sulfur dioxide, minimize the heat island effect, and provide visual and noise barriers between the freeway and neighborhoods. Other green mitigation measures, addressing capturing and cleaning storm water runoff, and groundwater recharge should also be considered in these areas.

I-710 Freeway Interchanges New or redesigned freeway interchanges, which will be part of the I-710 Major Improvements project, should incorporate cutting edge design approaches to address multi-modal transportation systems operating on adjacent neighborhood roadways, and to improve safety for trucks, automobiles, pedestrians and bicyclists.

I-710 Streetscape and Street Improvements The I-710 Major Improvements Project will have an impact on the major streets that either bisect or run parallel to the freeway. Streetscape and street improvements include pedestrian and biking considerations that should be implemented as part of the I-710 freeway project. Street improvements should include, as appropriate, designated bikeways, landscaping, pedestrian lighting, ADA compliant sidewalks and ramps, signal and crosswalk improvements, public art, and comprehensive signage and wayfinding to facilitate all modes of travel and transportation.

FOR MORE INFORMATION

I-710 Corridor Major Improvements Project
http://metro.net/images/I-710_newsletter.pdf

Long Beach RiverLink
<http://www.longbeach.gov/park/facilities/study.asp>

LARIO
<http://dpw.lacounty.gov/wmd/watershed/LA/History.cfm>



FIGURE 4-2: CORRIDOR IMPROVEMENTS



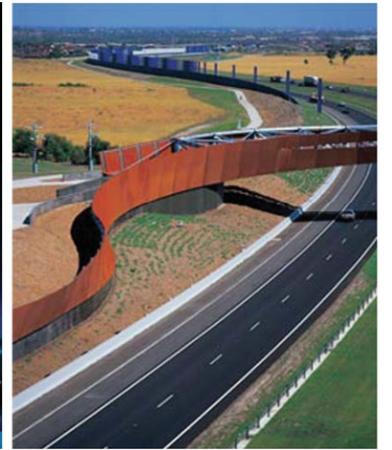
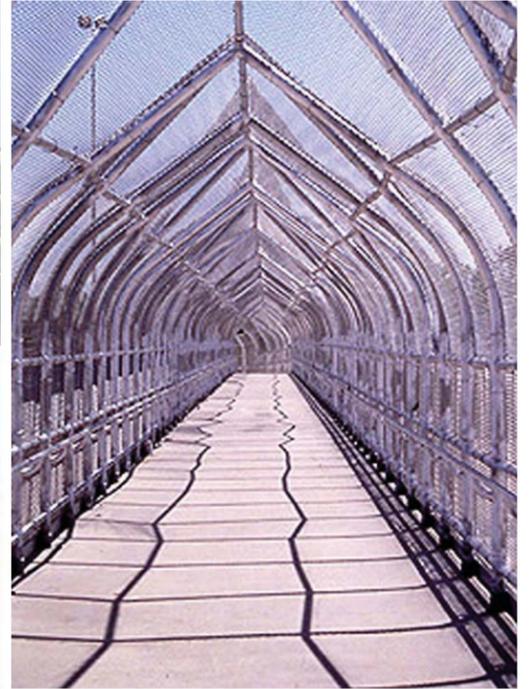
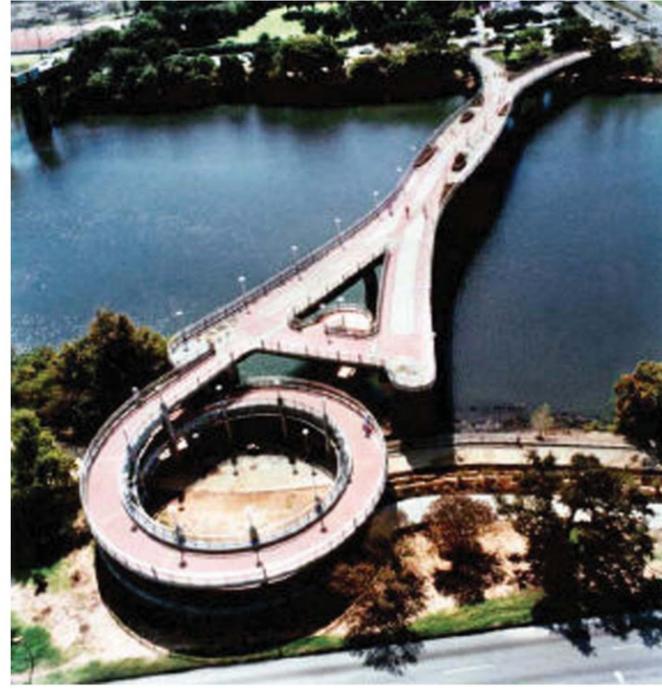
TABLE 4-1: CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION/FUNDING
1. Freeway Noise/Air Impact Zone	Mitigation measures and programs to reduce the impact of the I-710, including double-paned glass, air conditioners, air purifiers, and sound walls	Metro, Caltrans, AQMD	Short-Term Long-Term	Metro, AQMD, Possible state and federal funding
2. Hill St. Pedestrian Bridge	Construction of new pedestrian/bicycle bridge at Hill St. to strengthen neighborhood connectivity	Metro, Caltrans, DPW	Long-term	Safe Routes to Schools, Caltrans, Metro
3. I-170 Bridge and Overpass Improvements	Improvements to each of the I-710 overpasses as part of the I-710 Locally Preferred Strategy and EIR	Metro, Caltrans	Long-term	Metro, Caltrans, federal funding
4. RiverLink Open Spaces	Implementation of multiple parks, open space connectors and gateways to improve access to LA River	DPRM	Short-Term Long-Term	DPRM, Possible state and federal funding
5. LARIO TRAIL Improvements	Pedestrian and bicycle improvements to the existing LARIO Trail to make it safer and more integrated with surrounding neighborhoods	LAC, DPW, DPRM, Metro	Short-Term Long-Term	DPW, Possible state and federal funding
6. I-710 Corridor Green Zone	Tree planting and other greening measures along public ROWs adjacent to the 710, 91, and the Terminal Island Freeway	Metro, Caltrans, DPW, CLB	Short-Term Long-Term	Metro, Caltrans, Possible state and federal funding, Possible Port funding
7. I-710 Freeway Interchanges	Improvements to freeway interchanges according to approved freeway expansion plans	Metro, Caltrans	Long-term	Metro, Caltrans, federal funding
8. I-710 Streetscape and Street Improvements	Street and streetscape improvements along major corridors adjacent to the I-710	Metro, Caltrans, DPW	Long-term	Metro, DPW, Possible state and federal funding

LEGEND

- Metro: Los Angeles County Metropolitan Transportation Authority
- Caltrans: California Department of Transportation
- DPW: City of Long Beach Department of Public Works
- DPRM: City of Long Beach Department of Parks, Recreation, and Marine
- LAC: Los Angeles County
- DS: City of Long Beach Development Services
- BNS: City of Long Beach Bureau of Neighborhood Services
- CLB: City of Long Beach - Multiple Departments

Corridor Improvements Imagery



BRIDGES

PLANTING



Corridor Improvements Imagery



SCREENING, SOUNDWALLS AND EDGES

PLANTING / REGIONAL BIKE PATH



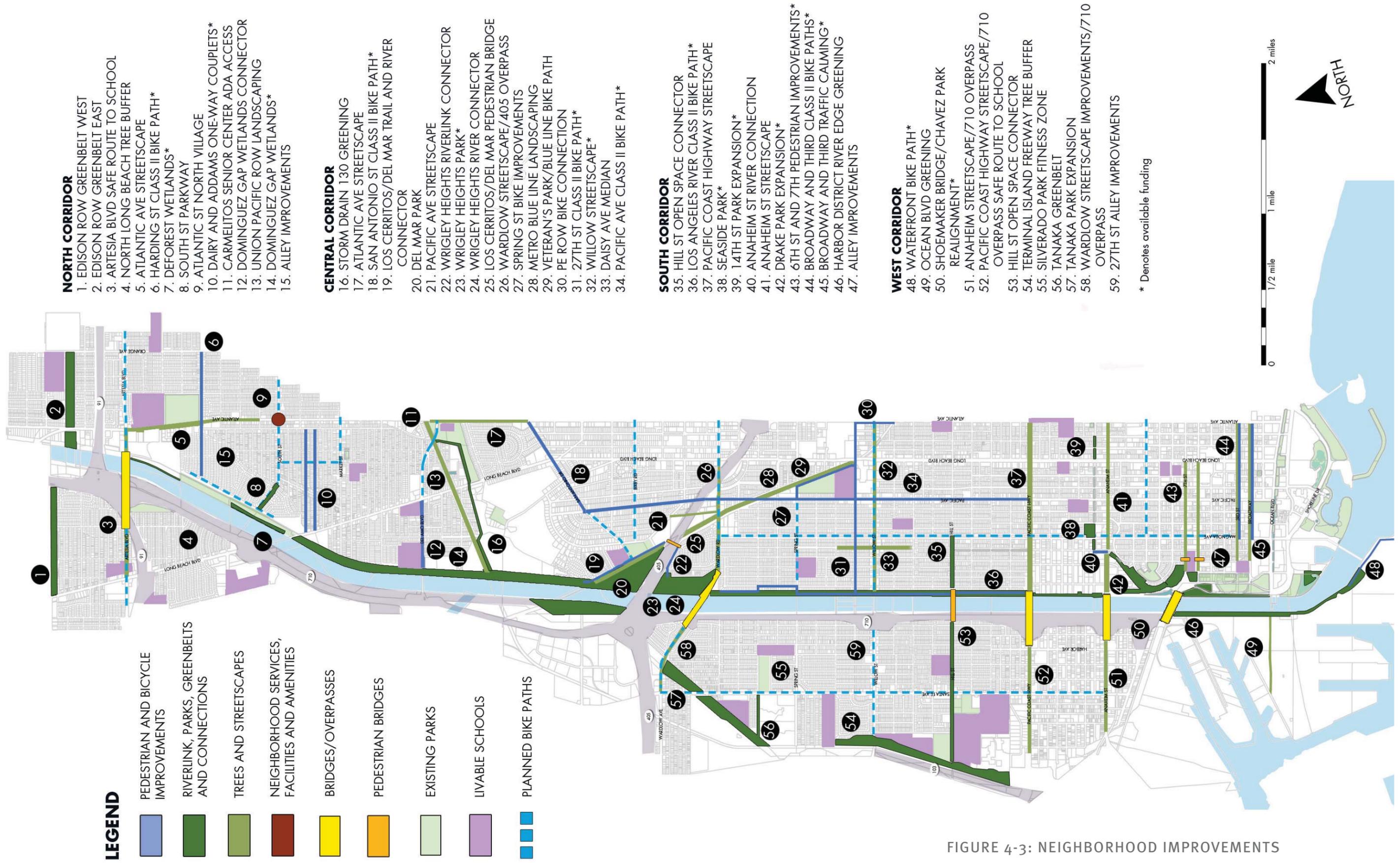


FIGURE 4-3: NEIGHBORHOOD IMPROVEMENTS



NEIGHBORHOOD IMPROVEMENTS

In order to propose the most relevant community design recommendations for the I-710 corridor neighborhoods, the categorized comments from the Neighborhood Design Workshops were linked to physical locations within the planning area. A broad list of fifty-eight neighborhood improvement projects that together make up the proposed Community Livability Plan improvements emerged from this process, and is shown in Figure 4-3 and Tables 4-2 through 4-5. This list of projects is further described and illustrated at the end of this section.

The City of Long Beach departments can use the Neighborhood Improvements Map to support and enhance planning within the I-710 corridor, based on the foundation of a community vision for change in the neighborhoods. Some proposed improvements that are recommended in this Plan are funded and will be implemented in the short term. Other projects are longer-term opportunities of which the City must remain aware as ongoing planning continues in the corridor neighborhoods over time.

A number of categories of community design improvements have been identified, based on the concerns and desires expressed by the community as explained in Chapter 3. These categories are defined and described below, and correspond to the legend on the map included as Figure 4-3, Neighborhood Improvements.

In addition to the wealth of input received from participants in this project that has been related to specific locations within the corridor, and mapped, other input was received that is important but more general. Complete lists of both the location-specific and non-location-specific livability concerns, strengths and suggested changes made by the community in relation all categories of improvements is included in the Appendix to this Plan, and should be referred to by staff as City services are planned and budgets are developed. In the descriptions of the key categories of improvements that follow, reference is made to both mapped (location specific) improvements as well as those suggested that were not location specific, and which may be applied in various locations within the corridor neighborhoods.

Pedestrian and Bicycle Improvements Pedestrian improvements include repairs to existing trails and sidewalks, pedestrian lighting, enhanced signalization, intersections and crossings, and ADA improvements to facilitate access for the disabled. Bicycle improvements include construction of new Class I, II and III bicycle routes, repair of existing bike paths, and additional signage along existing routes. While specific opportunities to target these improvements have been identified and mapped, it is important to note that residents have also made comments about generally improving pedestrian safety and walkability in the corridor neighborhoods, and specifically about repairing and repaving sidewalks.

Further, pedestrian and bicycle improvements in corridor neighborhoods can also be tied to Transit-Oriented Development (TOD), which seeks to provide communities with transit options, decrease reliance on the automobile as the dominant mode of

WE CAN MEASURE QUALITY OF LIFE IN A NEIGHBORHOOD BY:

Its physical condition; whether or not it is well connected by pathways for people, and comfortable to live and move around in

Its physical safety and the health of its residents

The presence of strong and active neighborhood groups and organizations, and residents taking advantage of local services and demonstrating community pride

Cultural and environmental resources that are being preserved, such as historic buildings, trees, landscaping and open space, and real architectural character

The prosperity of the neighborhood, its residents' levels of employment, and the health of its businesses

transit, and encourage the use of public transit, walking and bicycles. A major goal of the design of TODs is multi-modal connectivity—that is, integrating pedestrian and bicycle routes and facilities with nearby public transit lines in order to make it safer and easier to use alternate modes of transit. Achieving an enhanced level of multimodal connectivity is a key component of the recommendations of this Plan. Therefore, any new pedestrian and bicycle improvements in the corridor neighborhoods should be developed in order to enhance the accessibility, visibility and safety of public transit facilities. This is responsive to a series of comments made by residents about access to public transportation in the neighborhoods, and grouped under the Transportation and Goods Movement category of comments.

RiverLink Parks, Greenbelts and Connections The proposed RiverLink park system is identified in this category, as well as additional greenbelts and open space connections that will enhance RiverLink and access between the Los Angeles River and surrounding neighborhoods.

Trees and Streetscapes Includes tree planting and streetscape enhancement on roadway corridors. Improvements can include maintaining and protecting existing trees, and planting new trees, new planted medians and parkways, improved sidewalks, constructing green streets improvements to manage storm water, adding street lighting, signage, art and wayfinding. The recommendation relating to landscaping and buffering the Metro Blue Line, north of Willow Street, is also mapped as part of this category of improvements, though this is a project that specifically responds to a number of comments grouped under the Transportation and Goods Movement category.

While specific recommendations within this grouping of comments have been identified and mapped, other comments relating to the community's desire for additional tree planting in the City, as well as better maintenance of existing trees are important as well, and should be recognized. The City's current initiative to prepare an Urban Forest Master Plan for the City is critical in response to these comments, and should provide a forum for addressing the community's concerns. Further, City of Long Beach Neighborhood Services Bureau, Public Works Department, and non-profit community based initiatives to secure grant funding, as well as use already identified City funds to plant trees, are ongoing and responsive to the thrust of these comments as well.

Neighborhood Services, Facilities and Amenities This category of improvements is broad, and though only identified on the Neighborhood Improvements map at one location, was an important category of improvements for many residents participating in Neighborhood Design Workshops. Improvements suggested in this category range from constructing new public community facilities such as libraries, community centers, cultural centers, police and fire stations, to adding new community, childcare or after school programs or extending the hours at existing City facilities.

One specific project was identified and mapped that responds to typical concerns expressed by residents in relation to this category. This is the North Village Development on Atlantic Boulevard in North Long Beach, which is presently in design, and should be responsive to the expressed community vision for additional retail and

community facility opportunities in that location. A complete list of community concerns and desires for change expressed in relation to this category of improvements is included as an appendix to this document, and should be referred to by City staff as neighborhood services and community programming plans are developed and refined.

Bridges/Overpasses I-710 and LA River bridges have been identified as part of the Corridor Recommendations as a long term opportunity for replacement and improvement in connection with the I-710 Major Improvements Project. However, in the shorter term, improvements can be considered as well. Working within the existing bridge and overpass right of way widths, opportunities should be explored for improving sidewalks, providing some physical barrier between sidewalks and roadways, providing improved pedestrian and bicycle signage, adding pedestrian lighting, and improving crosswalks on freeway on ramps and off ramps.

Pedestrian Bridges A few pedestrian bridges have been constructed in the corridor area, primarily to link elementary schools to their surrounding neighborhoods. These facilities have been identified on the Neighborhood Improvements map. Potential improvements to them are identified in a single case study addressing the Los Cerritos bridge, and included in this Plan. However, these improvements, including lighting, paint, access and sidewalk upgrades, fencing upgrades, and potentially public art, can apply to all of the bridges in the corridor.

Existing Parks Each park located within the corridor is mapped as part of this category. The category responds to an area of high ranking strength, as well as concern and vision for change, based on Community Design Workshops input. Potential changes responsive to the intention of this category of improvements will include maintenance and upgrades at existing corridor parks, as well as additional sports and recreation facilities and programs. Specific changes have been suggested for the Jordan High School pool, Coolidge Park, DeForest Park, Scherer Park, Houghton Park, Cesar Chavez Park and Recreation Center, 14th Street Park, Los Cerritos Park and Veterans Park.

One specific example of potential park improvement has been identified at Silverado Park. This is identified as a Fitness Zone, in response to a specific workshop comment. Fitness zones – outdoor, publicly accessible gymnasium equipment areas – are already being installed in parks in Los Angeles County, and would likely be appropriate, and should be pursued, for multiple locations in parks within the corridor. A complete list of community concerns and changes expressed in this category of improvements is included in the Appendix to this Plan, and should be referred to by City Parks and Recreation staff as parks facilities and services plans are developed and refined.

Livable Schools Each existing school within the corridor is mapped and identified as a candidate for potential Livable Schools improvements. Potential improvements include: pedestrian and streetscape improvements adjacent to the campuses to facilitate students' safe routes to school, greening on campuses by removing asphalt on campus grounds and replacing it with planting or permeable surfaces, using green and energy efficient building materials and systems in campus construction, shad-



ing campus parking lots with trees, and providing better access for neighborhoods to school recreation facilities with joint use agreements. Long Beach Unified School District should consider incorporating Livable Schools principles into the implementation strategies for its current Facilities Master Plan. Other livability improvements at corridor schools include a program currently being piloted at Hudson Elementary School to test indoor air purification systems. Improvements such as this have been identified in the corridor wide recommendations addressed earlier in this chapter of the Plan.

Planned Bike Paths Includes bike path improvements identified in the City's Bicycle Master Plan, for which funding is not currently available. These are long-term plans to complete and improve the bicycle system in the city. There is a planning effort underway to update the Bicycle Master Plan which will incorporate the comments received within this planning effort.

Other important community design issue areas, based on community comments, are described below. While it is not possible to translate these comments into maps and target them to specific projects, this insight should be referenced by City staff as specific improvements are targeted in the I-710 corridor neighborhoods.

Public Safety Residents expressed concerns relating generally to crime, school safety, gang enforcement, police presence, staffing, visibility and patrols.

Traffic and Parking Specific suggestions have been made as part of this public process about traffic signal upgrades, needed traffic control measures and traffic calming opportunity areas, as well as on and off street parking problems, including those involving big rig trucks. It was not possible to evaluate and make recommendations relating to each of these suggestions, but they are important and can be taken into consideration by Public Works staff as traffic and parking planning processes move forward in the City, and as the Mobility element of the Long Beach 2030 Plan is developed. Discussions about the City's approved truck routes on arterial highways, and their livability impacts on corridor neighborhoods should also be a part of the City's Mobility element update.

Code Enforcement Concerns about graffiti and litter removal, as well as residential code violations have been expressed by the community as part of this planning process. These concerns have not been tied to specific locations within the corridor. However, proactive code enforcement initiatives in the City, such as Project Impact and the COPS Program, described in Chapter Two of this Plan, as well as the City's Neighborhood Improvement Strategy Areas (mapped in Figure 4-1, Community Assets), are all established mechanisms for addressing these issues.

Streets and Alleys Concerns about the ongoing maintenance and repair of corridor streets and alleys have been expressed by community members as well. General comments about alley repairs, and cleaning were made, as well as comments about alleys in specific locations in the south and west subareas of the corridor. In response to this, alley improvements are called out on the list of projects associated with the Neighborhood Improvements Map in this Plan. Further, an alley greening concept has been included among the Neighborhood Conceptual Plans included at the end of this chapter of the Plan.

Public Art Roughly a dozen comments have been made by residents about the need for more public art in the corridor during the Neighborhood Design Workshops. Suggestions have been made to incorporate more public art into existing park facilities, into neighborhoods and gateways, and into corridor transportation facilities. Opportunities to incorporate public art and high quality urban design elements into future I-710 projects should certainly be explored in the long term. In the short term, however, the City can take advantage of its newly formed pool of on-call artists, and seek to incorporate art elements into all of the public improvements projects that it constructs.

CONCLUSION

Addressing the community's preferences relating to changes in the I-710 corridor neighborhoods will be a long-term process in the City. Given the diverse nature of the recommendations, this process will involve a number of City departments and local agencies. In order to compile the information included in this Plan about City initiatives, actions and plans in the corridor to date, as well as to develop the recommendations included here, it has been invaluable to work in collaboration with a wide range of City staff, as well as Port, LBUSD, Long Beach Transit, Metro, and others. Ensuring that a single forum is provided, in which staff from a wide range of disciplines can share information and strategize improvements in a coordinated fashion, and focus solely on the corridor neighborhoods and livability, as implementation goes forward, will continue to be a useful technique.



North Corridor Bird's Eye View



TABLE 4-2: NORTH CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION/FUNDING
1. Edison ROW Greenbelt West	Greening of the Edison ROW west of the 710	DPRM	Long-term	DPRM, Possible state funding
2. Edison ROW Greenbelt East	Greening of the Edison ROW east of the 710	DPRM	Long-term	DPRM, Possible state funding
3. Artesia Blvd. Safe Route to School	Pedestrian, bridge and streetscape improvements between Long Beach Blvd. and Atlantic	DPW	Short-term	DPW, Safe Routes to Schools funding
4. North Long Beach Tree Buffer	Street tree planting in the residential neighborhoods adjacent to the 710, the 405, and the 91	DPW, DS	Short- and Long-term	DPW, Potentially Port of Long Beach, DS
5. Atlantic Ave. Streetscape	Pedestrian and open space improvements between South St. and Artesia as link between existing streetscape projects	DPW, DS	Long-term	DS, Possible state and federal funding
6. Harding St. Class II Bicycle Path*	Construction of class II bikeway along Harding per Bicycle Master Plan	DPW	Short-term	Funded
7. Deforest Wetlands*	Transform current nature trail area of DeForest Park into a wetlands park, per RiverLink plans	DPRM	Short-term	\$2.5 million awarded from LA County
8. South St. Parkway	Pedestrian and open space improvements and traffic calming measures along South St. between Dairy St. and the River	DPRM, DPW	Long-term	DPRM, Possible state and federal funding
9. Atlantic St. North Village	Enhanced neighborhood services, facilities, and parking in a new neighborhood center	DS	Short-term	DS, North Village Redevelopment Project in design now
10. Dairy and Addams One-Way Couplets	Multiple one way couplets in the Dairy and Addams neighborhoods to improve traffic, including couplets and additional streetscape and parking improvements at Ellis and 56th	DS, DPW	Short-term	DS, DPW
11. Carmelitos Senior Ctr. ADA Access	ADA improvements at Carmelitos to improve transit stop access and shopping center on Atlantic Blvd.	DPW	Long-term	DPW
12. Dominguez Gap Wetlands Connector	Proposed open space connection from east to the Dominguez Gap Wetlands	DPRM	Long-term	RiverLink, Possible state and federal funding or Port of Long Beach
13. Union Pacific Landscaping	Landscape improvements to rail corridor including the addition of screen fabric on bridge	DPRM, DS	Short-term	DS, DPRM
14. Dominguez Gap Wetlands*	Restored wetlands adjacent to the LA River	DPRM	Short-term	Funded, Under Construction
15. Alley Improvements	Alley improvements pilot project (location to be identified)	DPW	Long-term	DPW, Grant Funding

* Denotes available funding

LEGEND

- Metro: Los Angeles County Metropolitan Transportation Authority
- Caltrans: California Department of Transportation
- DPW: City of Long Beach Department of Public Works
- DPRM: City of Long Beach Department of Parks, Recreation, and Marine
- LAC: Los Angeles County
- DS: City of Long Beach Development Services
- BNS: City of Long Beach Bureau of Neighborhood Services
- CLB: City of Long Beach - Multiple Departments



Central Corridor Bird's Eye View



TABLE 4-3: CENTRAL CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION/FUNDING
16. Storm Drain 130 Restoration	Greening of storm drain 130 from Long Beach Boulevard to Scherer Park	DPRM	Long-term	DPRM, Possible state & federal funding
17. Atlantic Ave. Streetscape	Enhancements to Atlantic Ave. from Del Amo to San Antonio, such as lighting and lengthened sidewalk times at Del Amo and Atlantic	DS	Long-term	DS
18. San Antonio Class II Bike Path*	Construction of class II bikeway along San Antonio from Pacific to Atlantic	DPW	Short term	Funded
19. Los Cerritos/Del Mar Walking Trail and River Connector	Improvements to existing path and green space that extends from Los Cerritos Park north to the Dominguez Gap wetlands to allow ADA access, and to provide long-term additional maintenance of and access to the connector	DPW, DPRM	Long-term	DPW, DPRM, LA County, Possible state and federal funding
20. Del Mar Park	Development of new park per RiverLink plan	DPRM	Long-term	DPRM, Possible state & federal funding
21. Pacific Ave. Streetscape	Pedestrian and streetscape enhancements to Pacific Ave. from Country Club Dr. south to Wardlow, including underpass improvements, lighting, trees, and signal at Pacific, to enhance Metro Station pedestrian access	DPW	Long-term	DPW, Possible state and federal funding
22. Wrigley Heights RiverLink Connector	Connection south to Wrigley Greenbelt via LA County ROW	DPRM	Long-term	DPRM, Possible state & federal funding
23. Wrigley Heights Park South*	Expansion of Wrigley Heights park south of 405 as part of RiverLink	DPRM	Short-term	\$500,000 from LA County for Baker Mini-park; \$1 million for Wrigley Heights Greenbelt
24. Wrigley Heights River Connector	Potential City agreement with LA County to acquire land along river, within Wrigley Heights Park south	DPRM	Long-term	DPRM, LA County, Possible State and Federal Funding Sources
25. Los Cerritos/Del Mar Pedestrian Bridge	Improvements to existing pedestrian bridge near Los Cerritos Elementary	DPW	Long-term	Safe Routes to School
26. Wardlow Streetscape/405 Overpass	Improvements to increase pedestrian safety along Wardlow, including the 405 underpass	DPW	Long-term	DPW
27. Spring St. Bike Improvements	Planning for a new bicycle path along Del Mar/Pacific that would link RiverLink Wrigley Heights Park with Willow bike station	DPW	Long-term	DPW
28. Metro Blue Line Landscaping	Greening of the Blue Line corridor with native and drought tolerant plants, from Willow Street to the northern boundary of the City; potential buffering improvements should also include a soundwall along the ROW, north of the 405 in the Los Cerritos area	Metro	Long-term	Metro
29. Veteran's Park/Blue Line Bike Path	Retrofit or removal of parking strip between Veteran's Park and the Blue Line	Metro, DS, DPW, DPRM	Long-term	Metro, DS, DPW, Federal and State Funding
30. PE ROW Bike Connection	Bike path connection from PE ROW to Atlantic, north to 27th St. and west to Blue Line station	DPRM, Metro, DS	Long-term	DS, DPRM, Possible state and federal funding
31. 27th St. Class II Bike Path*	Construction of class II bike path on 27th St. per Bicycle Master Plan	DPW	Short-term	Funded
32. Willow Streetscape*	Willow Streetscape improvements	DPW	Short-term	Funded
33. Daisy Ave. Median	Continuation of median and tree planting at Daisy north and south of Willow	DPW	Long-term	DPW
34. Pacific Ave. Class II Bike Path*	Proposed addition of Class II bikeway along Pacific (Pacific Coast Highway to San Antonio)	DPW	Short term	Funded

LEGEND

Metro: Los Angeles County Metropolitan Transportation Authority
 Caltrans: California Department of Transportation
 DPW: City of Long Beach Department of Public Works
 DPRM: City of Long Beach Department of Parks, Recreation, and Marine
 LAC: Los Angeles County
 DS: City of Long Beach Development Services
 BNS: City of Long Beach Bureau of Neighborhood Services
 CLB: City of Long Beach - Multiple Departments

* Denotes available funding



South Corridor Bird's Eye View



TABLE 4-4: SOUTH CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION
35. Hill St. Open Space Connector	Enhancements to Hill St. from Terminal Island Freeway east to LA River to provide open space/pedestrian link	DS, DPW, DPRM	Long-term	DS, DPW, DPRM, Possible State and Federal Funding
36. Los Angeles River Class II Bike-way*	Construction of Class II bike path east of the Los Angeles River per Bicycle Master Plan	DPW	Short term	Funded
37. Pacific Coast Highway Streetscape	Pedestrian improvements along PCH between Magnolia and Santa Fe	Caltrans, DPW	Long-term	Caltrans, DPW, State and Federal Funding
38. Seaside Park*	Park development in vacant lot west of Pacific Ave. and 14th	DPRM	Short term	Funded
39. 14th Street Park Expansion*	Expansion of 14th St. park as continuation of existing linear park, including skate park and basketball court complex; expansion of 14th St. park south to Drake Park expansion; bicycle connection to LA River	BNS, DPRM	Short term	DPRM, CDBG funding, Possible State and Federal Funding
40. Anaheim Street River Connection	Pedestrian enhancements to frontage road off Anaheim St. between Daisy Ave. and the river to strengthen the link between 14th St. Park and RiverLink	DPW, DPRM	Long-term	DPW, Possible State and Federal Funding
41. Anaheim Streetscape	Streetscape improvements to Anaheim from Atlantic Ave. west to the Terminal Island Freeway	DPW	Long-term	DS, Possible state and federal funding
42. Drake Park*	Additional open space between Drake Park and the River as part of RiverLink	DPRM	Short term	\$1 million awarded from LA County for conceptual design
43. 6th and 7th St. Pedestrian Improvements*	Traffic calming improvements to 6th and 7th to make them safer and more pedestrian-friendly	DPW	Long-term	Funded
44. Broadway and Third Class II Bike Paths*	Construction of Class II bike paths per Bicycle Master Plan	DPW	Short term	Funded
45. Broadway and Third Traffic Calming*	Pedestrian and bicycle enhancements to Broadway and 3rd Street to calm traffic and improve safety in areas near school and freeway entrances (i.e. improved crosswalks, pedestrian lighting)	DPW	Short term	Funded
46. Harbor District River Edge Greening	Forestation/tree planting inside and outside of Port-operated land	DPW, Port of Long Beach	Long-term	Port of Long Beach, DPW
47. Downtown Alley Improvement	Alley improvements pilot project (location to be identified)	DS	Long-term	DS, Grant Funding

* Denotes available funding

LEGEND

- Metro: Los Angeles County Metropolitan Transportation Authority
- Caltrans: California Department of Transportation
- DPW: City of Long Beach Department of Public Works
- DPRM: City of Long Beach Department of Parks, Recreation, and Marine
- LAC: Los Angeles County
- DS: City of Long Beach Development Services
- BNS: City of Long Beach Bureau of Neighborhood Services
- CLB: City of Long Beach - Multiple Departments



West Corridor Bird's Eye View



TABLE 4-5: WEST CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION
48. Waterfront Bike Path	Bike path along the Harbor waterfront to be constructed in three phases; will provide pedestrian access to waterfront restaurants, the Quenn Mary, and other attractions	DPW	Short-term	City
49. Ocean Blvd. Greening	Street tree planting along Ocean Blvd.	DPW, Port of LB	Short-term	City/Port of LB, Ocean Blvd. Task Force
50. Shoemaker Bridge/Chavez Park Re-alignment*	Replacement of Shoemaker Bridge and realignment of Chavez Park to expand it	DPW, Caltrans	Short-term	DPW, Funded
51. Anaheim Streetscape/710 Overpass	Streetscape improvements to Anaheim from Atlantic Ave. west to the Terminal Island Freeway	DPW	Long-term	DPW, State and Federal Funding
52. Pacific Coast Highway Streetscape/710 Overpass Safe Route to School	Enhancements to PCH to improve route to school, pedestrian and bicycle safety	DPW, DS	Short-term	DS, Safe Routes to Schools
53. Hill St. Open Space Connector	Enhancements to Hill St. from Terminal Island Freeway east to LA River to provide open space/pedestrian link	DS, DPW, DPRM	Long-term	DS, DPW, DPRM, Possible State and Federal Funding
54. Terminal Island Freeway Tree Buffer	Forestation/tree planting along public ROWs adjacent to the Terminal Island Freeway to buffer schools, parks and Villages at Cabrillo	DPW, Caltrans	Long-term	Metro, Caltrans, DPW, Possible state and federal funding
55. Silverado Park Fitness Zone	Improvements to Silverado Park including addition of exercise stations	DPRM	Long-term	DPRM, Trust for Public Land
56 Tanaka Greenbelt	Development of Tanaka Park Greenbelt along Edison ROW	DPRM, DS	Long-term	City agreement w/ Pacific Edison needed
57. Tanaka Park Expansion	Expansion of Tanaka Park to east	DPRM	Long-term	DPRM, Possible State & Federal Funding
58. Wardlow Streetscape improvements/710 Overpass	Pedestrian and streetscape enhancements to Wardlow St. from Long Beach Blvd. to Santa Fe (lighting, trees, etc.)	DPW, DS	Long-term	DPW
59. 27th St. Alley Improvements	Alley improvements pilot project (location to be identified)	DS	Long-term	DS, Grant Funding

* Denotes available funding

LEGEND

- Metro: Los Angeles County Metropolitan Transportation Authority
- Caltrans: California Department of Transportation
- DPW: City of Long Beach Department of Public Works
- DPRM: City of Long Beach Department of Parks, Recreation, and Marine
- LAC: Los Angeles County
- DS: City of Long Beach Development Services
- BNS: City of Long Beach Bureau of Neighborhood Services
- CLB: City of Long Beach - Multiple Departments

NEIGHBORHOOD CONCEPTUAL PLANS

Fifteen of the projects identified on the Neighborhood Improvements Map, (Figure 4-3) have been conceptually illustrated, in plan, section and bird's-eye before and after views, and are further described on the following pages. These projects have been selected for further description and illustration because their design intent responds to a broad range of livability issues identified by the community in relation to the corridor, and they illustrate a range of the types of improvements the team is recommending at the neighborhood scale. While specific examples, or case studies, have been prepared, these examples may be applicable to and replicable in, more than one location within the corridor. Ideas for applying these concepts in other locations in the corridor are included on the concept design pages themselves.

The conceptual plans that follow in Figures 4-5 through 4-15 are also located on Figure 4-4, *Neighborhood Conceptual Plans Key Map*.

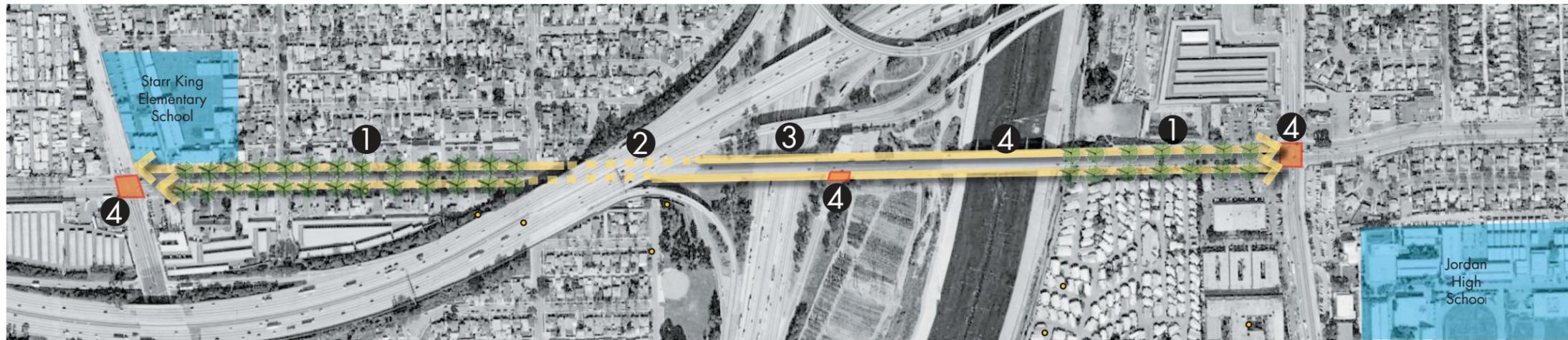
LEGEND

- 1 Artesia Boulevard Safe Route to School
- 2 North Long Beach Tree Buffer
- 3 South Street Parkway
- 4 Wrigley Heights River Buffer
- 5 Wrigley Heights RiverLink Connector
- 6 Wrigley Heights Pedestrian Bridge
- 7 Tanaka Park Expansion
- 8 Tanaka Greenbelt
- 9 Veteran's Park / Blue Line Bike Path
- 10 Hill Street Open Space Connector
- 11 Anaheim Street River Connection
- 12 14th Street Park Expansion
- 13 Ocean Boulevard Greening

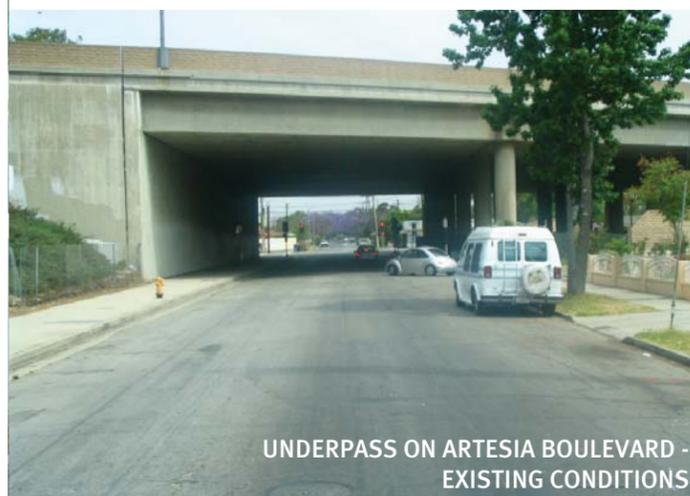
Throughout Plan Area Where Applicable
 A Livable Schools Concept
 B Alley Greening Concept



FIGURE 4-4: NEIGHBORHOOD CONCEPTUAL PLANS KEY MAP



- 1 SAFE ROUTE TO SCHOOL (AT GRADE)**
Widened and continuous sidewalk
Street furniture and lighting
Bikeways
- 2 SAFE ROUTE TO SCHOOL (AT UNDERPASS)**
Widened and continuous sidewalk
Bikeways
Protective barrier between vehicles and pedestrians/cyclists
Include wall or ceiling mounted lighting through underpass
Painting walls of underpass
- 3 SAFE ROUTE TO SCHOOL (ON BRIDGE)**
Widened and continuous
Off street bikeways
Protective barrier between vehicles and pedestrians/cyclists
Potential railing improvements
Continue existing street lighting across entire span
- 4 IMPROVED CROSSWALKS**
Demarcated with decorative pavement or enhanced striping



DESIGN INTENT
Improve the safety and livability of routes to school for students accessing their campuses on foot and by bicycle, crossing the I-710 and the LA River

Modernize and enhance the aesthetic quality and pedestrian safety features of the I-710 overpasses, and LA River bridges along the length of the corridor

APPLICATION
Bridges, overpasses and underpasses at Long Beach Boulevard, Del Amo, Wardlow, Willow, Pacific Coast Highway and Anaheim.



FIGURE 4-5: ARTESIA BOULEVARD SAFE ROUTE TO SCHOOL

Conceptual Plan # **1** on Key Map, Figure 4-4



1 PLANTED CURB EXTENSIONS

Extend curb to add planters on “freeway side” of City street ends, and plant additional trees there as well

2 I-710 URBAN FOREST BUFFER

Pilot tree planting project targeted on City right of way and private side yards in residential neighborhoods

DESIGN INTENT

Buffer residents from the aesthetic, air pollution and noise impacts of the I-710

APPLICATION

Corridor neighborhoods west of the I-710, both in north and west Long Beach



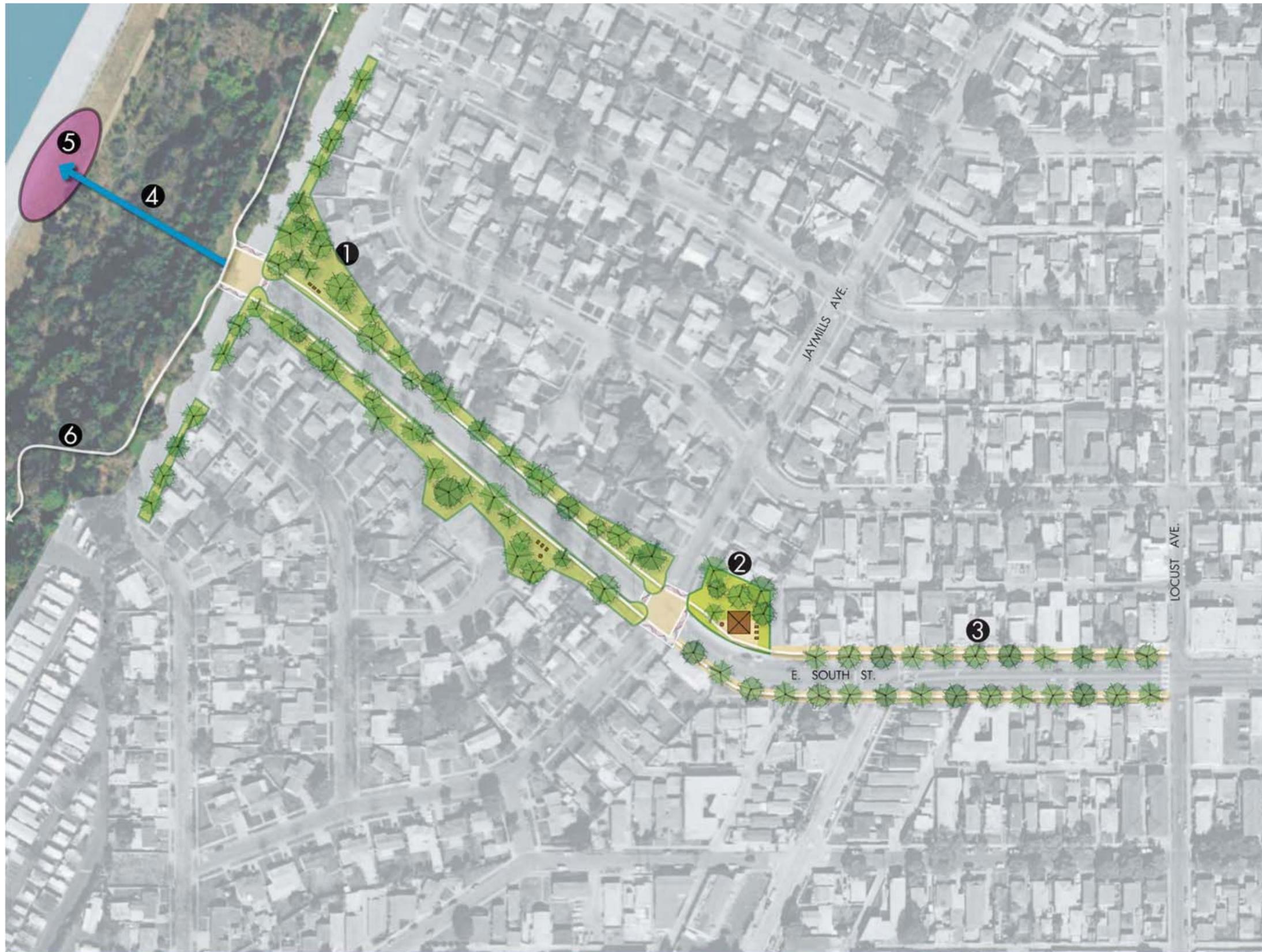
WHITE AVE. LOOKING NORTH



WHITE AVE. LOOKING SOUTH

FIGURE 4-6: NORTH LONG BEACH TREE BUFFER

Conceptual Plan # **2** on Key Map, Figure 4-4



- 1 PED & OPEN SPACE IMPROVEMENTS**
Wider sidewalk/permeable pathway, curb extensions at intersections, enhanced crosswalks, pedestrian lighting, native trees and landscaping, street furniture, storm water management techniques
- 2 VACANT PROPERTY**
New pocket park with furniture and lighting
- 3 STREETScape IMPROVEMENTS**
Added street trees and lighting
- 4 PARK CONNECTION**
Create a pathway across the park, and relocate a park entrance to this location
- 5 LA RIVER ACCESS POINT**
Create a bike/pedestrian access to the River Trail and to DeForest Wetlands, including native landscaping and signage
- 6 DEFOREST PARK NATURE TRAIL**
Restore and reopen the nature trail and connect it to the LA River

DESIGN INTENT
Enhance RiverLink/LA River connectivity into the corridor neighborhoods
Better utilize and improve “found” green space in corridor neighborhoods

APPLICATION
Already identified at Market Street in RiverLink Plan



FIGURE 4-7: SOUTH STREET PARKWAY

Conceptual Plan # **3** on Key Map, Figure 4-4



- 1 EXISTING PEDESTRIAN CROSSING OVER METRO BLUE LINE AND UNDER 405 FREEWAY**
Remove turnstiles, improve lighting, upgrade fencing and screening materials, add public art elements
- 2 WALKWAY FROM LOS CERRITOS TO PEDESTRIAN CROSSING**
Improve and light the walkway, and provide upgraded landscaping and fencing and screening materials
- 3 STREESCAPE/PEDESTRIAN/BICYCLE IMPROVEMENTS**
Improve connection from Blue Line/ 405 pedestrian crossing to LA River with street trees, pathway and lighting
- 4 COUNTY RIGHT OF WAY**
Acquire access to LA County ROW to north and south, continuing LA River trail connection through this area, adjacent to planned RiverLink Park

DESIGN INTENT
Provide safe route to school access for Los Cerritos Elementary School students, from Wrigley Heights Better connect proposed RiverLink parks into their corridor neighborhoods

APPLICATION
Pedestrian bridges in the City connecting schools to corridor neighborhoods
Streets adjacent to proposed RiverLink parks

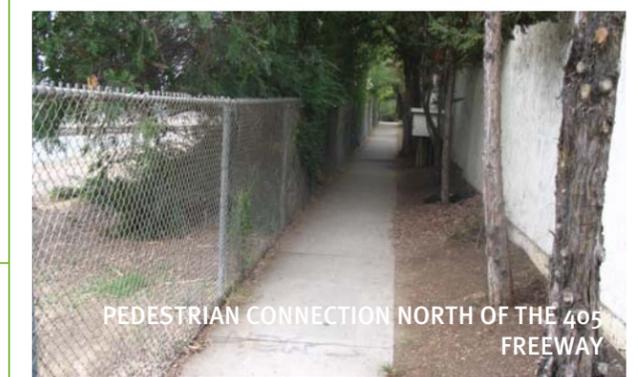
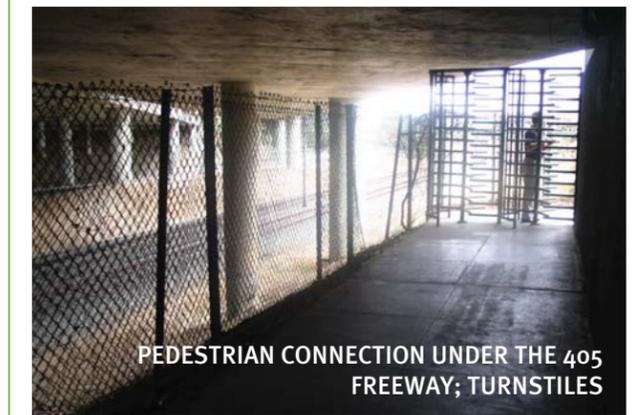
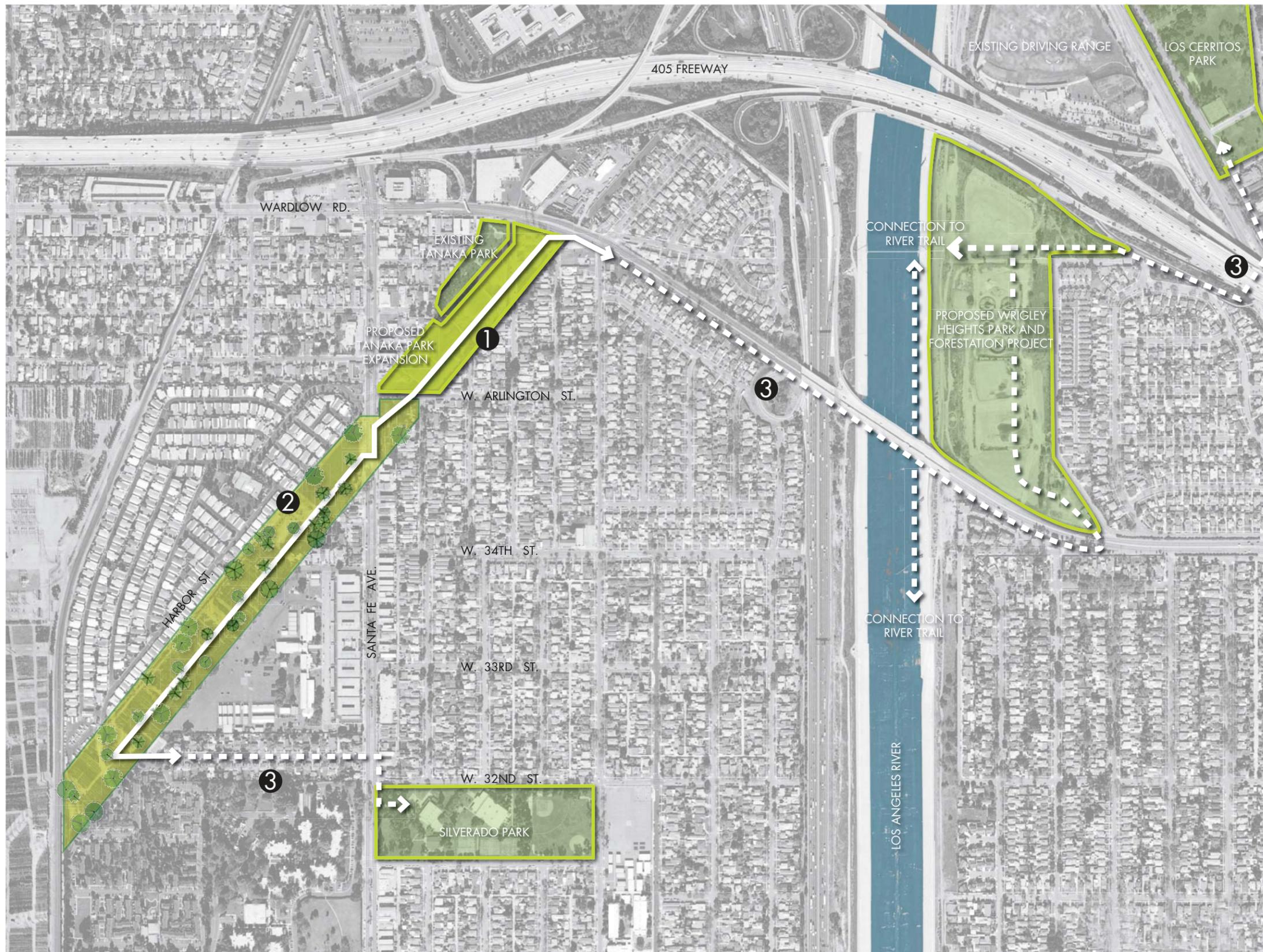


FIGURE 4-8: WRIGLEY HEIGHTS RIVERLINK CONNECTOR, BUFFER AND PEDESTRIAN BRIDGE

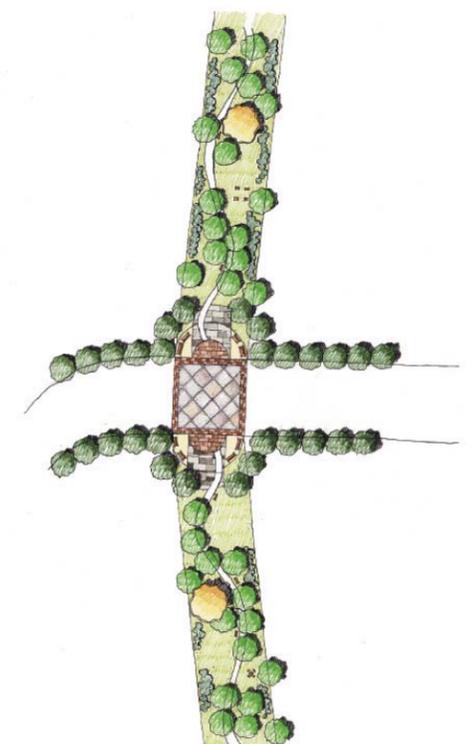
Conceptual Plans **4 5 6** on Key Map, Figure 4-4



- 1 TANAKA PARK**
Expand the park into additional available Edison Right of Way land to the west and south
- 2 EDISON RIGHT OF WAY**
Acquire access to the utility right of way for recreation and open space use and to create a neighborhood greenbelt
- 3 PEDESTRIAN CONNECTIONS**
Incorporate improvements to Wrigley Heights Pedestrian Bridge over the 405 Freeway into overall greenbelt /connections planning
Streetscape improvements along Wardlow Rd. to improve the pedestrian / cyclist environment and safety.
Streetscape design or wayfinding signage between the "Greenbelt" and Silverado Park.

DESIGN INTENT
Build on existing community assets, such as Tanaka Park and Silverado Park, and enhance pedestrian and bicycle connections to them
Access existing utility rights of way for community recreation/open space use
Enhance pedestrian and bicycle connectivity over the I-710

APPLICATION
Existing utility rights of way both in north and west Long Beach



GREENBELT CONCEPT WITH CROSSING

FIGURE 4-9: TANAKA GREENBELT AND TANAKA PARK EXPANSION

Conceptual Plans **7** **8** on Key Map, Figure 4-4



1 BLUE LINE FRONTAGE ROAD AT VETERANS PARK

Replace underutilized surface parking with pedestrian and bike improvements, such as pathways and lighting

2 IMPROVED PEDESTRIAN CROSSING

Across Blue Line corridor on Spring Street

3 BLUE LINE CORRIDOR LANDSCAPING

Landscape the Blue Line corridor from Willow Street north to the City limit

4 PACIFIC ELECTRIC RIGHT OF WAY BIKE CONNECTION

Improve Blue Line crossing at Willow Street Station and 27th to accommodate bicyclists approaching from the east on 27th and Atlantic, from the Pacific Electric ROW greenbelt

DESIGN INTENT

Better integrate both Veterans Park and the Metro Blue Line into their neighborhoods

Enhance neighborhood buffering from the Metro Blue Line, and the aesthetics of the Blue Line corridor for both riders and residents

Improve bicycle access to the Metro Blue Line station at Willow, and into the larger bike path system developing in the City

APPLICATION

Bike path connections to all Metro Blue Line stations in Long Beach

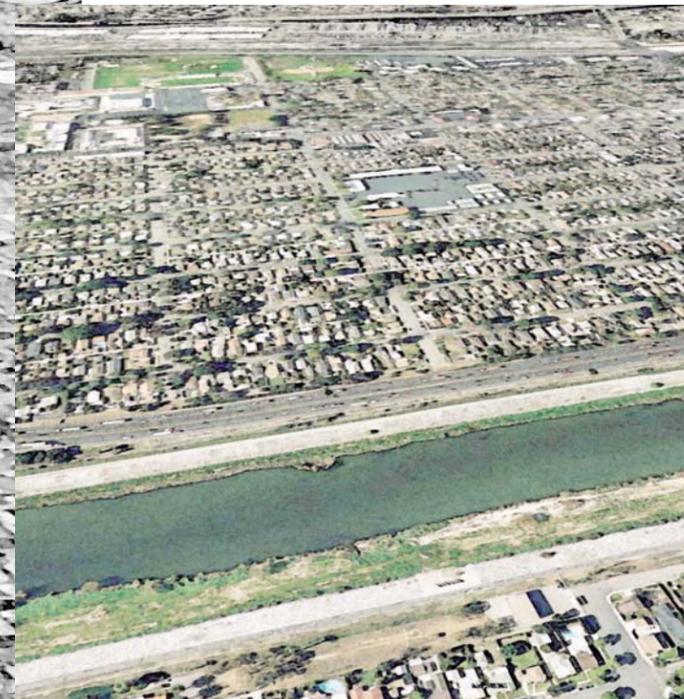


FIGURE 4-10: VETERAN'S PARK / BLUE LINE BIKE PATH

Conceptual Plan # **9** on Key Map, Figure 4-4



AFTER



BEFORE

- 1 PEDESTRIAN / BICYCLE BRIDGE OVER LOS ANGELES RIVER / I 710
- 2 TREE PLANTING, ENHANCED LANDSCAPE AND STREETScape ALONG HILL STREET CORRIDOR
- 3 LIVABLE SCHOOLS GREENING IMPROVEMENTS
- 4 TERMINAL ISLAND FREEWAY TREE AND LANDSCAPE BUFFER

DESIGN INTENT

Provide enhanced access to the proposed RiverLink park and greenbelt areas, as well as the LA River bicycle path, and across the I-710 and LA River

Capitalize on the right of way width of Hill Street to enhance its edges with landscape and pedestrian amenities. Focus attention on buffering the Terminal Island Freeway from the adjacent high school, elementary school and park, as well as the emerging Villages at Cabrillo transitional housing campus and school facility to the south, and capitalize on an opportunity to expand the City's urban forest

APPLICATION

East-west collector or local streets that cross I-710 and the LA River and connect open spaces, greenbelts and public facilities in corridor neighborhoods



HILL STREET EXISTING CONDITIONS

FIGURE 4-11: HILL STREET OPEN SPACE CONNECTOR

Conceptual Plan # **10** on Key Map, Figure 4-4



- 1 PROPOSED SEASIDE PARK
- 2 OPEN SPACE CONNECTION TO MAGNOLIA YARDS REDEVELOPMENT / RIVERLINK
- 3 OPEN SPACE MID-BLOCK CONNECTION TO DRAKE PARK TO THE SOUTH
- 4 MAGNOLIA YARDS / RIVERLINK PLAN AREA
- 5 EXPANSION OF 14TH STREET LINEAR PARK FROM PINE AVE. TO LONG BEACH BLVD.
- 6 EXTENSION OF STREETScape AND PEDESTRIAN IMPROVEMENTS FROM LONG BEACH BLVD. TO ATLANTIC AVE.
- 7 CONNECTIONS TO WASHINGTON MIDDLE & LONG BEACH POLYTECHNIC HIGH SCHOOL

DESIGN INTENT
 Build on the 14th Street Park areas and enhance their connectivity to the west, Drake Park, and its associated RiverLink park spaces to the south, and Washington Middle School to the east.

APPLICATION
 14th Street, or other local streets in the corridor neighborhoods with excess right of way, that can be repurposed as open space.



FIGURE 4-12: 14TH STREET PARK EXPANSION AND ANAHEIM STREET RIVER CONNECTION

Conceptual Plans **11** **12** on Key Map, Figure 4-4



1 TREE PLANTING AND LANDSCAPING ALONG OCEAN BOULEVARD THROUGH HARBOR DISTRICT

2 LOS ANGELES RIVER EDGE SCREENING AND BIKEWAY CONNECTION TO THE QUEEN MARY

DESIGN INTENT

Capitalize on unused right of way edges on roadway corridors throughout the Harbor District for greening opportunities and expansion of urban forest

Focus efforts to green the LA River edge where it also adjoins the Harbor District in order to buffer the City from the Port and enhance the aesthetics of a major gateway into the community and its destinations, including the Queen Mary

APPLICATION

Roadway right of way edges within the Harbor District, and on the west side of the LA River



AFTER

BEFORE

FIGURE 4-13: OCEAN BOULEVARD GREENING

Conceptual Plan # 13 on Key Map, Figure 4-4



1 SAFE, PEDESTRIAN FRIENDLY INTERSECTIONS; CURB EXTENSIONS

2 MID BLOCK CROSSINGS

3 GREEN STREETS

Street tree planting, sidewalk improvements, bioswales and natural drainage systems

4 PARKING LOT IMPROVEMENTS

Shade parking areas with tree plantings; incorporate pervious paving and natural drainage systems, bioswales; capture storm water runoff from surrounding streets

5 PERVIOUS SURFACES AND RE-GREENING TECHNIQUES

Tree plantings, bioswales, minimized paving, pervious surfaces; above and underground cisterns and planters to collect grey water for reuse, etc.

6 HEALTH OF THE INDOOR ENVIRONMENT

Improve indoor air quality with air filtration systems; use low- or no-voc paints and materials; install double-paned windows for noise abatement and pollutant sealing; provide ample daylighting for classrooms

7 JOINT USE

Negotiate joint use agreements to allow access to school fields and recreation facilities after school hours and on weekends

DESIGN INTENT

Improve the livability of corridor neighborhoods by enhancing their existing assets, such as schools

Improve corridor schools' sustainability and environmental contribution to their neighborhoods over the long term

Recreate schools as environments that teach about livability and sustainability

Expand the City's open space and recreational facilities and system, despite the fact that new park space is difficult to find in this dense corridor area

APPLICATION

All schools in the I-710 Corridor

FIGURE 4-14: LIVABLE SCHOOLS CONCEPT

Conceptual Plan **A** on Key Map, Figure 4-4



- CONCEPT ONE**
Pervious Paving; Tree Planting
- CONCEPT TWO**
“Hollywood track” Pervious Paving with planting
- CONCEPT THREE**
Secure Alley Park with tree Plantings, pathway, areas for additional plantings

DESIGN INTENT
Implement a range of creative solutions to the problem of deteriorating alleys in neighborhoods throughout the corridor

Where automobile and service access is required, rehabilitate paving only to the degree necessary to accommodate it. Where motorized vehicle access can be eliminated, explore securing the right of way areas and creating shared green space for residents to use and potentially maintain

Enhance the permeability of the spaces, while acting on opportunities to green neighborhoods, expand the urban forest, and turn currently degraded areas into assets

APPLICATION
Degraded alleys throughout the corridor

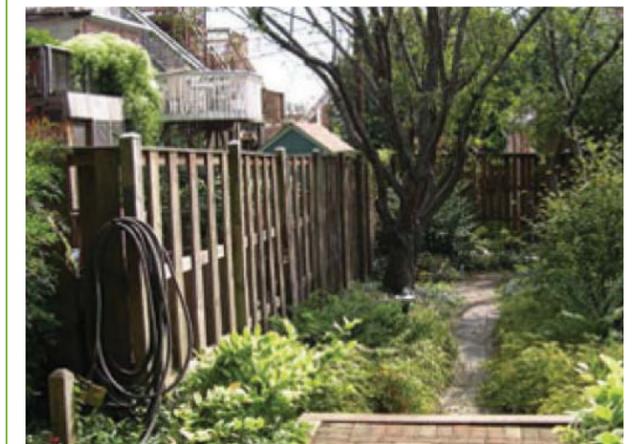


FIGURE 4-15: ALLEY GREENING CONCEPTS

Conceptual Plan **B** on Key Map, Figure 4-4

EXAMPLES OF ALLEY GREENING

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Appendix

COMMUNITY
LivabilityPlan

All Roads Lead Home

I-710 Corridor Neighborhoods
LONG BEACH CALIFORNIA

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Appendix

PROJECT SCHEDULE	1
NOTES FROM WORKING GROUP MEETINGS.....	2
NOTES FROM COUNCIL OUTREACH MEETINGS	27
NOTES FROM COMMUNITY OUTREACH MEETINGS	30
NEIGHBORHOOD DESIGN WORKSHOP COMMENTS	51
NEIGHBORHOOD DESIGN WORKSHOP COMMENTS - CATEGORIZED	75
DESIGN REVIEW WORKSHOP COMMENTS	93

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Community Livability Plan for the Long Beach I-710 Corridor Neighborhoods

KICK-OFF MEETING NOTES

February 16, 2007

In attendance:

Sumi Gant—City of Long Beach Department of Public Works
Melani Smith—Melendrez
Steve Patton—Melendrez
Dan Rosenfeld—Long Beach Transit
Shirley Hsiao—Long Beach Transit
Lee Ward—Meyer Mohaddes Associates
Tony Torres—DSO
Pat Garrow—City of Long Beach Department of Planning
Anna Mendiola—City of Long Beach Department of Parks, Recreation and Marine
Dennis Eschen—City of Long Beach Department of Parks, Recreation and Marine
Karen Heit—Gateway City COG
Carl Kemp—Port of Long Beach

CONSULTANT TEAM:

Meléndrez

Consultant team lead. Role is urban planning/urban design/community engagement facilitation.

Diverse Strategies for Organizing

Leading the community engagement effort, including stakeholder database creation, community contacts, and meeting scheduling and logistics.

Meyer Mohaddes Associates

Providing continuity with the earlier I-710 Locally Preferred Strategy process, input on transportation issues.

CITY/COG STAKEHOLDER TEAM COMMENTS:

City/COG stakeholders summarized for the group the plans, programs and activities they have underway that are relevant to this plan.

Long Beach Transit

Long Beach Transit is a franchise of the City, working to provide a better level of accessibility for the community.

- Currently advocating for involvement in the Long Beach General Plan update.
- Interested in long-term ridership, as well as public safety issues with regard to public transit.
- Noted that there is a significant transit-dependent population in Long Beach.

Department of Park, Recreation and Marine

Currently developing over 100 projects including many projects along the I-710 corridor. Have an identified need for programmed indoor space in parks.

- Green Vision Map: they are looking at potential locations for new parks within the City, including vacant parcels that could be converted to green space.
- Riverlink: open space plan for the east bank of the LA River, developed by graduate students in landscape architecture from Pomona. Plan is currently in the process of being presented to City Council.

- West Long Beach: Molina Park, development of mini park at Santa Fe and 20th St.
- Admiral Kidd Park: 3-acre expansion and renovation of recreational space, including two lighted soccer fields and baseball fields.
- Tree planting project at Coolidge Park in partnership with the Port.
- Tree planting project at 34th and Wardlow in the Wrigley Greenbelt.

Long Beach Comprehensive Planning Division

Currently focused on the General Plan update—Long Beach 2030, One Great City.

- The Plan will include a significant outreach effort, including a range of outreach meetings, community surveys, community festivals, and the Plan Van, a mobile informational kiosk.
- EDAW is heading the team, with MIG for community engagement
- Community Festivals are scheduled for April 21—Jordan High School, May 12—Hughes Middle School, May 19—Hill Middle School, and June 2—Stevenson Elementary.

Noted that there is also a Downtown Visioning project underway spearheaded by the City Council.

Gateway Cities Council of Governments

Karen is on the regional steering committee for the I-710 improvement project and the Local Advisory Committee in Long Beach.

- Interested in how this process can potentially inform or be integrated into the EIR/EIS for the I-710.
- Possibilities for observation of this process by the I-710 Oversight Committee.
- Air Quality Action Plan: made possible by a grant from the MTA. The COG is currently doing outreach for this process for the communities involved in the I-710 corridor study. Common themes are emerging. Many community members want more monitoring stations. They will also be conducting interviews with Tier 1 members, environmental groups, and advisory committee members among others.
- The timeline for the I-710 EIR is 36-43 months. A first draft will be developed within 14 months.

Port of Long Beach

Carl Kemp touched on the following key Port initiatives:

- I-710 Trees program (referenced above in the Parks and Recreation section) for communities that are impacted by the I-710.
- Long Beach Green Port Policy: serves as a guide for decision making and establishes a framework for environmentally friendly Port operations. The Policy establishes six key areas of emphasis, and fundamental goals for each area as follows:

Air - Reduce air emissions from Port activities

Water - Improve the quality of Long Beach Harbor waters

Wildlife - Protect, maintain or restore aquatic ecosystems and marine habitats

Soil/Sediment - Remove, treat, or render suitable for beneficial reuse Port-contaminated soils and sediments in the Harbor District

Sustainability – Implement sustainable practices in marine terminal design, development and operations as well as training, operations and practices within the Port Administration and Maintenance Centers

Community Engagement – Interact with and educate the community regarding Port environmental programs

- Pier B rail yard: the Pier B rail yard is part of the Port's ongoing efforts to improve traffic and congestions in and outside of the harbor. As part of its Master Plan, the Port is promoting operational changes such as on-dock rail yards, which allow cargo to be transferred from ships to trains within the Port.
- Pier S: new terminal north of the Gerald Desmond Bridge including back channel improvements.
- Middle Harbor EIR: infill development.
- Gerald Desmond Bridge: \$850 million replacement/renovation of bridge.
- Pier G: Mega Container Terminal project. Scheduled to be completed in 2011.
- Southern California Intermodal Gateway: For near dock rail transport of Port goods. Being pursued by the Port of Los Angeles and BNSF railway. Would be located on the west side of the Terminal Island Freeway.
- The Port is also striving to increase its use of the Alameda Corridor.
- The Port is working toward 32% of its cargo being moved via on-dock rail. This would be the highest percentage of on dock port facilities in the country.

Long Beach Department of Public Works

Sumi Grant described the following key public works projects.

- Projects at 710 Southern terminus: Shoemaker Bridge, Anaheim St., Cesar Chavez Park. \$60 million in project funding.
- Broadway: the City received \$1.6 million for traffic calming projects on Broadway, 3rd, 6th and 7th Streets between Golden Avenue, at the termination of the 710 off ramp, and Pacific. Projects are in the conceptual design phase, and there have been discussions about creating a bike boulevard on Broadway as one of the traffic calming measures.
- Streetscape enhancement project on Anaheim Street.
- Bike Master Plan: The plan calls for various improvements including signage, wayfinding and stenciling.
- Creating access to the river from the neighborhoods: they are currently pursuing funding sources for this process.
- Currently pursuing the development of an Urban Forest Master Plan.

REGIONAL STAKEHOLDERS

The group agreed that the following entities should be on the list of key regional stakeholders to engage in the project:

- AQMD
- CARB
- MTA
- Caltrans
- River groups
- Los Angeles County

WHO IS NOT AT THE TABLE?

Team members suggested the following City agencies/entities should also be involved in this project:

- Health and Human Services Department
- Community Development (Redevelopment Agency)
- Neighborhood Services
- Downtown Visioning effort
- Bike Station
- Long Beach Police Department
- City Prosecutor's Office (Project IMPACT: Being developed by the City Prosecutor's Office. It is organized quadrant by quadrant within the city; in partnership with community services. Tom Reese is the contact.)
- Long Beach City Council Environmental Committee, which meets monthly

Clearly the Long Beach Unified School District also needs to participate. The District is in the process of doing a Facility Master Plan, and will be conducting community dialogs some time in March. They also have demographic data which may be relevant to us. It was noted that the District is facing a declining environment.

PROJECT DISCUSSION

Questions from the public that we should anticipate:

- Who will pay for the project?
- How does it impact us?
- Why should people attend the public meetings?
- How do we differentiate our project from the many ongoing initiatives in the City, particularly those are the in connection with the 710?

Other questions/comments:

- Should other groups/agencies be invited to participate with us at public meetings, such as the Port?
- What are the I-710 corridor neighborhoods?
- What are the project boundaries?
- We need to describe this as a project to improve neighborhoods at "street level", in order to improve the quality of life, regardless of the I-710 and its impact on surrounding neighborhoods.
- We need to be clear that we want to engage the community about their dreams and wishes in relation to neighborhood livability. In order to make a plan that can be marketed for funding. Improvement projects won't get funding without a vision for change and a plan.

ADDENDUM:

Conference Call with Departments of Neighborhood Services and Health and Human Services

March 1, 2007

Sumi Grant
Melani Smith
Steve Patton
Dennis Thys—Neighborhood Services Bureau
Jeff Benedict—Department of Health and Human Services

Redevelopment Agency Involvement

The Long Beach Community Development Department should also be involved in this project. There are a variety of housing initiatives currently being developed on the west side.

- Residential housing development near Santa Fe and Willow. Commercial developments are being removed and housing is being developed. David White is the contact.
- Pacific Coast Highway—median island upgrades to make PCH more of a “neighborhood street”. Lee Mayfield is the contact.
- Various downtown initiatives. Craig Beck is the contact.

Neighborhood Services

Enhancement concepts proposed in the North Long Beach Street Enhancement Master Plan could be used as models for project ideas in west Long Beach.

The City is also in the process of developing a Streetscape Master Plan for portions of Pacific Avenue in West Central Long Beach. This effort has been spearheaded by Councilmember Laura Richardson. The master plan will include the street, crosswalks, and street furniture, landscaping, benches, light poles and other fixtures.

Silverado Park area: Neighborhood Services is currently working on a community code enforcement initiative, which involves meeting with block captains. They have two outreach venues that may be of use to us.

Department of Health and Human Services

Health Risk Assessment: DHHS is currently waiting on an AQMD release of the MATES III (Multiple Air Toxics Exposure Study) that terminated in March of 2006. MATES III is monitoring for 21 toxic air contaminants and four other substances at 10 sites across the Los Angeles Basin. In addition, AQMD is utilizing mobile monitoring stations to sample at several neighborhood sites near toxic emission sources or in areas where community members are concerned about health risks from air pollution.

It was mentioned that the MATES II study (which ran from 1998-1999) sited the deplorable air quality conditions along the 710 as a result of diesel trucks. However, it was noted that the study didn't consider the on shore wind in the city, which could mitigate some of the impacts.

The areas along the 710 have the worst air quality in the entire city.

Noise study: a baseline study of noise was done after the ports expanded trucking activities after hours. This was done in partnership with Val Lerch and Caltrans. The study found that there is a tremendous amount of noise in some neighborhoods. This project might find a way to fund a

program to provide double-paned glass for affected homes. Perhaps a cost estimate for a pilot project could be developed.

USC has released some asthma and respiratory studies that the health department has used. Research has shown that air quality is often the most problematic for individuals who are active outdoors (such as school athletes).

Other Items:

- The Long Beach Riverlink project should also be considered in this project. There are many new open space projects being proposed along the 710 corridor. Phil Hester is the contact.
- School District: Sumi has contracted the District to request their participation in the project.
- Port of Los Angeles initiatives: Truck terminal (BNSF). SCIG UP truck yard in the Lincoln Arlington neighborhood. Windward mobile homes will be affected.
- Dr. Lisa Nicholas of the Long Beach Alliance for the Prevention of Asthma is a good person to have at the table. She works for the Miller Children's Clinic.
- Within the study area, the fumes coming off the 710 are noticeable.
- Do regional stakeholders have programs to address these problems?
- In general, as crime has gone down in the city, concerns about quality of life issues related to traffic noise and emissions are rising.
- Long Beach Police Department: Commander Billy Quach of the West Division is the contact. He is located at the Santa Fe Avenue police building. Boundary is north of Anaheim Street and east of the river to Wardlow. We could also contact the North Division-Commander Scott Robertson. Located at the Scherer Park Building.
- Neighborhood Resource Center (Margaret Madden) has a list service that we might be able to use.

Process/Community Engagement

- One concept for public meetings is to market this project as a "transition plan" that will focus on what we can do in the next 15 years. The project should have a neighborhood focus as opposed to a 710 focus.
- The environmental study for the 710 will take 3-4 years. \$7 billion of improvements are likely
- There is a lot that can be done in the interim period before the 710 expansion projects happen.
- The project should consider truck traffic only as it affects the neighborhoods.

- Agendas and speakers for the public meetings: we need to get on this right away because many local groups are already setting up their schedules for the next couple of months.
- We should do asset mapping early on in the process—this will get us some wins early on and allow us to make sure we know what's going on in the neighborhoods. We need to know where we are potentially going to have problems with the implementation of projects. The asset maps developed out of the community cluster meetings from the first General Plan effort are a good place to start. We don't want to put problem areas on the map though. Asset mapping should differentiate between constructed projects, those that are in planning, and those that are funded for construction.
- We should think about what we can do to engage and involve key individuals who have been vocal in the 710 oversight process.
- One possible component of the Cultural Needs Assessment is the development of a resource guide that would describe relevant plans and projects as well as provide contact information for important stakeholders.

Community Livability Plan for the Long Beach I-710 Corridor Neighborhoods

MEETING #2 NOTES

March 23, 2007

In attendance:

Sumi Gant—City of Long Beach Department of Public Works
Melani Smith—Meléndrez
Steve Patton—Meléndrez
Shirley Hsiao—Long Beach Transit
Lee Ward—Meyer Mohaddes Associates
Tony Torres—DSO
Irene Payan—DSO
Pat Garrow—City of Long Beach Department of Planning
Scott Robertson—Long Beach Police Department
Marlene Arrona—Long Beach Police Department
Lee Mayfield—Redevelopment Agency
David White—Redevelopment Agency
Jonathan Kraus—Office of the 8th District
Niki Tennant—Office of the 1st District
Dennis Thys—Neighborhood Services

INTRODUCTION

Sumi Gant gave a short introduction to the project for those individuals who were not able to attend the first meeting. Her summary included a description of recent activities, including project team presentations to local community groups to inform them about the project, and a presentation to the chiefs of staff of Long Beach Councilmembers. She also mentioned that this project is using an asset-based approach to planning that seeks to build off of the strengths of local neighborhoods.

PROJECT UPDATE

Melani Smith gave a description of the overall focus on neighborhood design and planning strategies, reminding people that the project will seek to develop conceptual plans in a number of key opportunity areas. The budget and schedule is not large enough to create a comprehensive plan for the entire planning area. Her summary also included an up date of work-to-date, including the following:

- updated project schedule showing the dates of the General Plan 2030 outreach
- progress on an Existing Conditions Report
- project concept diagram and accompanying resource table

OUTREACH SUMMARY

Tony from DSO provided an update of the public outreach thus far, including a summary of the interviews with Councilmembers Bonnie Lowenthal, Val Lerch, and Tonia Uranga. He also stated that during these presentations, neighborhood organizations are being invited to the Neighborhood Summit.

PROJECT DIAGRAM AND RESOURCE TABLE

Melani presented a diagram Meléndrez developed that shows the range of plans and planning issues—such as air quality and goods movement—that will influence the Community Livability

Plan but aren't necessarily the focus of the plan. The focus of the plan will be on neighborhood design and community livability. Melani also presented a table that identifies the various public agencies involved in these planning efforts.

Lee from MMA talked about how there is a question of time that can be connected to the graphic. The outer rings refer to issues that will be addressed at a later date, for example with the implementation of the 710 EIR and other long-term planning initiatives. The inner rings refer to things that we can do now or in the near future, as part of this project and other neighborhood initiatives.

Sumi encouraged people to make changes and/or additions to the table, including any plans or documents that may have been left out. The following suggestions were made:

Lee Mayfield from Redevelopment mentioned that the Westside Project Advisory Committee has done a lot of work within the planning area, and should be involved in the project. He also stated that most of the Redevelopment project areas have strategic plans, and that he can make these available to the project team.

Pat Garrow from Planning mentioned that the Red Book might be a good resource. It is a citywide list of neighborhood organizations. (Note that the team is already using this resource)

AGENCY INTRODUCTIONS

During the Kick-off Meeting each participating agency on the project team was asked to provide a summary of work they are currently doing that might be important for the Community Livability Plan. Because the Redevelopment Agency and the Police Department were not present at the Kick-off Meeting, Sumi asked the representatives to give summaries of their work.

Long Beach Police Department

Traffic is always a big issue. For example, along Del Amo Boulevard there have been many impacts from road construction and traffic is always a big community concern. With an increase in traffic, there is an increase in the number of accidents, increased use of local arterials, and an increase in the number of noise complaints. Any improvements that are proposed as part of this project should take into account the potential impact on traffic.

There is always a chance that the local homeless community will be impacted with any neighborhood improvement project. Homeless individuals tend to be stationary. So if a new project impacts an area where they live, they will be displaced.

It was also stated that homeless individuals are forced to cross the Los Angeles River and the I-710 in order to get to the local service center.

There is often a public safety issue associated with neighborhood enhancement projects, such as streetscape plan, that sometimes reduce visibility for local motorists.

The department uses COPS philosophy and Crime Prevention Through Environmental Design (CPTED) for the development of long-term crime prevention measures. Copies of their CPTED literature can be made available to the project team.

Redevelopment Agency

Within the Central project area, current projects include:

- Willmore Historic District Plan implementation
- West Gateway development

- Pacific Avenue streetscape plan for Wrigley Village
- East Village
- Downtown plans on Atlantic Avenue--\$100 million has been invested in this area
- 3-4 major projects between Pacific Coast Highway and Willow downtown. \$100 million has been invested in this area
 - Public service yard within the Magnolia Avenue industrial district
 - Pine and PCH: land designated for a community recycling center
 - Long Beach Blvd. and Anaheim: TOD project. City is building 300-400 new units in the area

There was a discussion of how Redevelopment can incorporate community livability into specific project areas, including North, Central, West and Downtown. Because the Agency has so many relevant projects, it was mentioned that we don't want to duplicate anything redevelopment is already working on. We should consider what livability means in TODs, historic districts, dense neighborhoods, etc.

One possibility is that Redevelopment could use Community Livability Plan concepts to market specific projects they are trying to develop. The plan documents would give them renderings and plans that might be useful to them.

The Community Livability Plan could also focus on the development of archetypes or examples of model projects that could be developed as part of the Community Livability Plan and then applied to other areas.

Neighborhood Services

The department has a Neighborhood Leadership Program. Participants in the program choose a neighborhood beautification project and implement it. There might be an opportunity for us to select a project for implementation.

The department has a strong relationship with Goodwill Industries, which is the largest stakeholder in the North Long Beach neighborhood.

OTHER DEPARTMENT UPDATES

Long Beach Transit

They have a Bus Stop Improvement Plan, which should be brought to the table. Shirley has some usage information for the transit system and bus routes that she can provide the team. (Note that this information has been submitted to the team)

Council Staff

The Drake-Chavez Greenbelt should be added to the list of relevant projects. It is not part of Riverlink, but will serve as an important open space linkage.

The LA County River Master Plan should also be brought to the table.

ADDENDUM:

After the meeting, an additional meeting was held with Carri Matsumoto of the Long Beach Unified School District.

In attendance:

Sumi Gant
Melani Smith
Steve Patton
Lee Ward
Irene Payan
Shirley Hsiao
Carri Matsumoto

FACILITY MASTER PLAN

LBUSD is currently in the process of developing a Facility Master Plan for the district. The district has eight million square feet of building space. The Master Plan includes:

Enrollment trends—projections will go to 2015. Currently there is a declining enrollment. In 2006 the district lost 2500 students. Most of this decline is at the elementary level. The highest enrollment is at the high school level.

Condition of facilities—there is a concern about aging facilities. Many building are not suitable for technology upgrades. 30% of classroom facilities are portable.

Planning Areas—the Master Plan delineates seven different planning areas, which are organized by high school attendance boundaries. Over 16 planning area committees (PACs) and several sub-committees have been established to focus on specific planning efforts. Each of these committees is developing a list of recommendations.

More information can be obtained at: <http://www.dejongprojects.com/?collection=Long+Beach>.

Major Issues/Products

- Joint Use of Facilities: discussions within specific planning areas have focused on joint and shared use of facilities and the development of smaller facilities. Carri has met with Parks, Recreation and Marine to talk about the joint use of facilities. There is sub-committee for the joint use of facilities.
- A Live In-Live Out Analysis has been developed. It is available online.
- A questionnaire was developed and given to individuals within each planning area. The results are available online.
- Many people are interested in pre-kinder services and full days for kindergarten.

OPPORTUNITIES FOR INTEGRATION

There are opportunities for integrating information from the Facility Master plan into the Community Livability Plan.

The Jordan and Cabrillo planning areas are within the Community Livability planning area. Although, It might be better to community directly with specific school representatives, rather than go through the specific planning area representatives.

The District could look at schools around the corridor and put together a working group focused on community livability issues related to schools within our planning area. The District would appreciate criteria for 710 school design that is responsive to key livability issues.

Community Livability Plan for the Long Beach I-710 Corridor Neighborhoods

MEETING #3 NOTES

April 27, 2007

In attendance:

Sumi Gant—City of Long Beach Department of Public Works
Melani Smith—Meléndrez
Steve Patton—Meléndrez
Irene Payan—DSO
Shirley Hsiao—Long Beach Transit
Pat Garrow—City of Long Beach Department of Planning
Scott Robertson—Long Beach Police Department
Lee Mayfield—Redevelopment Agency
David White—Redevelopment Agency
Jonathan Kraus—Office of the 8th District
Dennis Thys—Neighborhood Services
Jeff Benedict—Department of Health and Human Services
Carri Matsumoto—Long Beach Unified School District
Jonda Matrone—Office of the 9th District
Anna Mendiola—Department of Parks, Recreation and Marine

INTRODUCTION

Sumi Gant gave a short summary of work that has been accomplished since the last team meeting, including the various presentations that we have given to local community stakeholder groups, and progress that has been made on the project base maps.

PROJECT UPDATE

Melani Smith elaborated on Sumi's introduction and provided a progress report of work that was accomplished in the last month. The project team met with David White from Redevelopment to review the various projects and development initiatives that are happening in the Central Long Beach project area. A similar meeting will be held to discuss projects in the North Long Beach and West Long Beach project areas.

The team has now given a number of presentations to community stakeholders and Long Beach Councilmembers. The locations and geographic spread of the meetings we are holding with stakeholders has been mapped for easier review, and shared with the team. The goal of these presentations is to inform individuals in the community about the project. In general, attendees understand and accept that this project is different than the 710 EIR/EIS. Only a small group of individuals have expressed skepticism about the project. Common interests and concerns expressed in these presentations include the following:

- Long Beach Riverlink
- Pedestrian improvements and safety
- Bicycle improvements and safety
- ADA access for seniors
- Homelessness issues in the River corridor
- Access from one side of the freeway and river corridor to the other
- Pride in local neighborhoods and the corridor itself
- Focus should be on ideas that can actually be implemented
- Traffic coming off of bridges
- Traffic-calming measures
- More planting along major corridors

With regard to presentations to Councilmembers, the following themes and concerns emerged:

- Southern California Intermodal Gateway (SCIG), though adjacent to the City, is a concern because of its potential impacts
- Connecting communities/centers of communities
- Finding the “low-hanging fruit” i.e. projects that can actually be implemented
- Freeway access
- Noise related to the I-710
- Enhancing the corridor by planting trees
- Access from one side of the freeway and river corridor to the other

A list of potential Regional Stakeholders was distributed. The team is in the process of compiling a list of contacts. Outreach to these groups will most likely be done through phone interviews with key individuals. Team members were asked to suggest additional stakeholders that could be contacted. The following groups were identified:

Rethinking Long Beach: they are a private advocacy group working on a range of issues

Rivers and Mountains Conservancy: work on river corridor issues for the Los Angeles and San Gabriel Rivers

REVIEW OF BASE MAPS

Melani provided a summary of the base maps that have been developed thus far. It was decided that PDF files of these maps would be sent out to everyone on the project team so people would have a chance to review the maps and provide comments. The following comments were made about the maps:

Pat Garrow mentioned that the technical background report for the General Plan Update has an existing land use map. This map will replace the map presented at the meeting.

On the Community Facilities map, there was a question about the definition of the Neighborhood Centers category on the Community Design map. The Central Long Beach project area defines neighborhood centers as strategic areas that have a public facility, park and retail area within a residential neighborhood. The North Long Beach project area defines neighborhood center as a pedestrian-oriented area.

Sumi provided some additional information about the Bridge Improvements category on the Community Design map. MTA/Caltrans will take 10 to 20 years at best with regard to the completion of ultimate expansion plans for the I-710 Freeway. However, some early action projects have been identified and include bridge improvements at PCH, Anaheim Street and the Shoemaker Bridge. Sumi also pointed out that the Shoemaker Bridge is mislabeled on the map.

It was pointed out that Dooley School needs to be added to the Community Design map. We should also add senior centers to the map, including the senior center at 4th and Orange.

TEAM UPDATES

Schools: There was a discussion about how we can integrate school input into the Community Livability plan, and whether or not we intend to engage private schools (we think this is outside our capabilities). Carri Matsumoto mentioned that timing is difficult because this is a very busy time of the year for LBUSD. In addition, the short time frame of this project makes it more difficult to coordinate with the District. Carri does think there would be utility in creating a series of livable schools principles in this project that she can apply as she gets into the design phase and the

implementation of the LBUUSD facilities master plan. David White suggested that perhaps design principles and strategies could be geared toward three categories of schools in the corridor: those directly I-710 adjacent, those that are in neighborhood centers, and those that are located along major commercial corridors.

Public Works: Sumi mentioned that the previous day she had attended a workshop with seniors, in which data on pedestrian accidents and fatalities was presented. Accidents and fatalities involving seniors have increased in the last several years, and we should think about creating more pedestrian safe environments for seniors in particular.

Air Quality and Health: Jeff Benedict stated that there is a lot going on with regard to health. He is going to provide the project team with a copy of the Health Risk Assessment for the City. The Air Quality Element is also a good document, though it is not going to be updated as part of the Long Beach 2030 General Plan Update.

SITE TOUR

We are shooting for June 1st, the first Friday in June, as the date for the site tour. The timeframe for the tour would be from 9:00-12:00 AM. Shirley Hsiao stated that she can help provide us transportation for the tour. The team has been asked to identify and nominate specific sites that could be included in the tour.

CORRECTIONS TO MEETING #2 NOTES

Carri Matsumoto pointed out the following correction to the meeting notes:

- Long Beach Unified School District has eight million square feet of building space, not two million square feet of land.
- In a description of school building facilities, it was stated that “many building are not suitable for technology upgrades and/or have seismic problems.” The term ‘seismic problems’ was removed from this statement because this is not a term that the district uses.

Community Livability Plan for the Long Beach I-710 Corridor Neighborhoods

MEETING #4 NOTES

July 20, 2007

In attendance:

Sumi Gant—City of Long Beach Department of Public Works
Melani Smith—Meléndrez
Steve Patton—Meléndrez
Tony Torres—DSO
Irene Payan—DSO
Lee Ward—MMA
Dan Rosenfeld—Long Beach Transit
Shirley Hsiao—Long Beach Transit
Pat Garrow—Department of Planning
David White—Redevelopment Agency
Dennis Thys—Neighborhood Services
Jonda Matrone—Office of the 9th District
Anna Mendiola—Department of Parks, Recreation and Marine
Steve Gerhardt—Department of Planning
Ray Choi—Metro
Jerry Caligiuri—Office of the 9th District
Ray Pok—Office of the 7th District
Marlene Arrona—Long Beach Police Department
Bianca Román—Office of the 1st District
Susan Ahn—Long Beach Unified School District (sitting in for Carri Matsumoto)
Karen Heit—Gateway Cities Council of Governments

INTRODUCTION

Sumi Gant gave a short summary of work that has been accomplished since the last team meeting, including the site tour and finalization of community outreach presentations.

PROJECT UPDATE

Melani Smith provided an additional summary of work accomplished to-date, including a description of the site tour, completion of the draft Existing Conditions Report, and finalization of Task One and the community outreach presentations.

REGIONAL STAKEHOLDERS

Melani also talked about outreach to regional stakeholders, which is currently in process. A contact list of regional stakeholders was handed out to team members. These stakeholders were recently contact by email. Melani emphasized to the team our understanding that additional follow-up will be needed.

The following suggestions were made regarding additional people we may want to contact.

Ray Pok mentioned that we might want to change the contact person we currently have listed for the Rivers and Mountains Conservancy. Patrick O'Donnell of the 4th District and former Mayoral candidate Frank Colonna are both on the Board of Directors.

Dan Rosenfeld suggested that Long Beach Gas and Oil Department be added to the utilities list.

Dennis Thys suggested we speak with elected officials outside of the city since these individuals will likely be important resources for securing potential funding for projects that come out of this initiative.

Ray Pok suggested we contact someone from the Water Replenishment District. Lillian Kawasaki, who is on the Board of Directors, was mentioned as a good contact because she is the Division Three representative and is also a resident of the Los Cerritos neighborhood.

Ray Pok pointed out that Joe Cassmassi is probably not the right person to contact at the South Coast Air Quality Management District, and that it would be better to speak with someone from Public Affairs. He is going to provide the project team with a contact name.

NEIGHBORHOOD DESIGN WORKSHOPS

Melani gave a summary of the Neighborhood Design Workshops. The flyer, a workshop agenda, the Powerpoint outline, and a description of the small group activity were all handed out. She spoke about the change that has occurred with the original idea for the workshops, and the fact that it has gone from two weekend-long charettes to four short workshops that will be held at night. Irene gave a summary of what she has accomplished with regard to outreach to residents and community groups for workshop #1 on August 8.

It was pointed out that the location of workshop #4 was wrong on the flyer (note that this error was corrected directly after the meeting).

Melani then went through the Powerpoint outline to give people an understanding of what will be presented at each workshop. She emphasized that the overall focus of the Powerpoint is to get people thinking about possible neighborhood improvements by providing documentation of existing conditions as well as a photo survey of potential neighborhood improvements.

Melani then gave a summary of the small group exercise.

The following questions/comments were made about the workshops:

- *How much time will each workshop take?* It is anticipated that each workshop will go until 9:00, or 2.5 hours.
- *Can we cater each presentation to the specific neighborhood?* Sumi informed everyone that we are going to present the same information at all four workshops
- *Missing from the agenda is a section about next steps.* This will be added to the closing remarks section on the agenda.
- *Can Neighborhood Services provide translation equipment?* Dennis Thys is going to look into this.
- *Can the meeting start at 7:00 instead of 6:30? Some people have difficulty getting to a public meeting before 7:00.* It is going to be difficult to start at 7:00 because we have limited time at each venue, and we have a lot to cover because of the size of the study area and the complexity of the issues involved.
- David White suggested that, at each workshop, we organize specific small groups into the four different geographic areas that are listed in the flyer. This way, people can talk about issues that are specific to their own neighborhoods.
- Dan Rosenfeld suggested that we assign job to specific individuals, which will help neutralize overly-aggressive individuals.

UPDATES/COMMENTS FROM SPECIFIC TEAM MEMBERS

Gateway Cities Council of Governments Clean Air Action Plan: One of the outcomes of the Project Oversight Committee for the I-710 Major Corridor Study was the suggestion that GCCOG develop an Air Quality Action Plan to address specific community concerns regarding air quality. An initial grant of 75K was allocated for the plan. Gladstein, Neandross and Associates were

hired to develop a Preliminary Report for the AQAP. Karen Heit will make copies of this report available to anyone who is interested. The report includes a summary of air quality plans in the region, as well as a list of early action items that will be moved through the transportation committee.

The process for developing the AQAP has been delayed so GCCOG is currently behind schedule in terms of the overall development of the plan.

Long Beach Riverlink: the Long Beach Riverlink project was just awarded \$5 million in funding for four Riverlink projects, including the Wrigley Greenbelt, Drake Greenbelt, Baker-Golden mini-park and the Deforest Wetlands. The Rivers and Mountains Conservancy had \$6 million dollars in funding that had not been earmarked for any specific project. Los Angeles County made a deal with the Conservancy that five million dollars of this money would be reallocated to the City of Long Beach for implementation of the Riverlink system.

General Plan Update: The Planning Department has wrapped up Phase One, which included a series of Community Festivals, and is now entering into Phase Two. The Planning Department is currently preparing for a meeting with their internal advisory committee. After that, they will start working on the framework for the plan.

PROJECT FUNDING

Sumi pointed out that, with regard to the funding of the Community Livability Plan, she anticipates that much of the funding for more short-term projects will come from specific departments. Long-term funding for the project could be obtained by turning the project over to Caltrans as part of a mitigation package.

Melani encouraged people to push us to develop specific components of the plan that could potentially be tied to specific funding sources.

OTHER COMMENTS

Dennis Thys commented to the group that we need to figure out a way to tie the Community Livability Plan together with many of the other plans and projects that are currently happening in Long Beach. One concern is that, because there are so many initiatives currently taking place, residents are going to get planning fatigue and won't be able to distinguish between these different projects. The connection with the Community Livability Plan with other plans therefore needs to be figured out so that we can communicate a clear objective to community residents.

It was stated that the overall focus for Phase One of the project has been community outreach, and in the presentations that have been given to local neighborhood groups much emphasis has been placed on making this distinction between the Community Livability Plan and other planning efforts. We have told everyone that we are the 710 expansion, and that we are not the General Plan Update. Response from individuals has been favorable, and people seem to understand that the Community Livability Plan is a distinct project. It was mentioned, however, that we still might struggle to get people to come to our workshops because it is something we are asking them to do on their own time, in addition to the community events they already attend.

Community Livability Plan for the Long Beach I-710 Corridor Neighborhoods

MEETING #5 NOTES

October 12, 2007

In attendance:

Sumi Gant—City of Long Beach Department of Public Works

Melani Smith—Meléndrez

Steve Patton—Meléndrez

Irene Payan—DSO

Lee Ward—MMA

Pat Garrow—Department of Planning

Dennis Thys—Neighborhood Services

Dennis Eschen—Department of Parks, Recreation and Marine

Ray Choi—Metro

Jerry Caligiuri—Office of the 9th District

Susan Ahn—Long Beach Unified School District (sitting in for Carri Matsumoto)

Jonathan Kraus—Office of the 8th District

John Pope—Port of Long Beach

Ryan Gragnano—Port of Long Beach

Scott Robertson—Long Beach Police Department

Claudia Escobedo—Office of the 1st District

Aldo Schindler—Redevelopment Department

INTRODUCTION

Sumi Gant gave a short summary of the four Neighborhood Design Workshops that were held in August.

PROJECT UPDATE

Melani Smith provided an additional summary of the Neighborhood Design Workshops, including a summary of the overall process and the emphasis on the three key questions that were asked. She also summarized our methodology for compiling the comments from the workshops into a series of categories.

There was a brief summary of the outreach process for the Regional Stakeholders, and the fact that we have received very little response from individuals who were asked to fill out a questionnaire about this project. It was suggested that a group format for future outreach to these individuals might be a better strategy.

Irene gave a short summary of work she has completed to date organizing the eight community outreach meetings planned for October and November, as well as the three Community Livability Plan review meetings scheduled for late November and December.

Concern was expressed that there is a missing link in the community outreach process because there is a section in the middle of the study area—located around the Wrigley neighborhood—that is not going to be approached in the next community outreach phase. Jonathan Krause suggested that someone attend one a “Community Coffee” meeting currently scheduled for November 3rd. *Note: since the meeting an additional outreach meeting has been scheduled with the Wrigley Alliance on November 1st.*

UPDATES/COMMENTS FROM SPECIFIC TEAM MEMBERS

Neighborhood Services Bureau: Neighborhood Services has a community forestry program and in the last ten years has planted 12,000 trees in the city. They recently received a grant from the State to plant 1,000 trees.

Long Beach Unified School District: some of the elementary schools in the city are also in the process of planting trees on specific sites. It's a collaboration with Tree People. Maintenance has been an issue with these projects.

Public Works: with regard to the air quality and 710 expansion issues, we need to figure out the best way to put these issues into the hands of the people who are involved in that process. These comments need to be captured and acknowledged in the 710 outreach process. With regard to pedestrian/bike improvements, Public Works is in the process of completing a grant application for Safe Routes to Schools, which is a possible grant funding source that could address the issues that have been raised in this process.

DHHS: there are a lot of things happening with regard to air quality, particularly around Port of Long Beach and Port of LA activities. The MATES III study is supposed to be released soon. They are anticipating very different results compared to MATES II because there are more monitoring sites. MATES III should therefore have better data. The Health Risk Assessment was potentially controversial because the results seemed to negate the Corridor of Death model that many people ascribe to the 710. However, there are definitely problems with that model. Hopefully the MATES III study will further clarify the existing condition of air quality along the corridor.

Port of Long Beach: the Port can provide information related to their air quality programs, eg. clean trucks and air quality monitoring.

SOCIOECONOMIC DATA

A brief summary of the socioeconomic analysis that was completed for the plan was given. It provides a simple snapshot of the study area, broken down by the four corridor subareas, with regard to race, household income and age.

LONG BEACH NEIGHBORHOODS CONCEPT

Melani gave a brief explanation of the San Jose Strong Neighborhoods Initiative, which could serve as a possible precedent for the development of a similar program in Long Beach. The Community Livability Plan could potentially introduce this concept to the City. The model could be very beneficial in encouraging greater and ongoing collaboration happening among the different departments involved in livability issues in the City.

OTHER COMMENTS

City Council study session: it was stated that there needs to be a study session with Council before we start proposing a bunch of potentially controversial policies and recommendations that they are not aware of. Sumi spoke with Ray Pok about a possible November study session with the City Council I-710 Oversight Committee. This will give us an opportunity to talk about the Community Livability Plan and the Shoemaker Bridge project, both of which will go to the Committee.

Safe Routes to School projects: are there any possible projects within the study area that could be funded by the Safe Routes to School grant? The Los Cerritos pedestrian overpass has a lot of potential, but this project involves a partnership with Caltrans.

Bridges: with regard to possible improvements of bridges that go over the 710, a cooperative agreement was done many years ago that needs to be reviewed so that we understand the various restrictions, jurisdictional issues, etc.

Another working group meeting will be held on November 16th before we go to the Community Livability Plan review meetings in late November and December.

Community Livability Plan for the Long Beach I-710 Corridor Neighborhoods

MEETING #6 NOTES

November 16, 2007

In attendance:

Sumi Gant—City of Long Beach Department of Public Works

Melani Smith—Meléndrez

Steve Patton—Meléndrez

Irene Payan—DSO

Lee Ward—MMA

Dennis Eschen—Department of Parks, Recreation and Marine

Roy Choi—Metro

Bianca Román—Council District One

Linda Ivers—Council District Eight

Tim Patton—Council District Seven

Susan Ahn—Long Beach Unified School District (sitting in for Carri Matsumoto)

Jason Kim—Harbor Department

PROJECT UPDATE

This Working Group focused entirely on presenting the proposed corridor and neighborhood livability improvements that the project team developed after the Neighborhood Design Workshops. Melani and Sumi gave brief project recaps, including reviewing the project tables created from the comments generated at the workshops as well as the summary of the second round of outreach meetings that took place in September and October.

PROJECT MAPS AND CONCEPTUAL PLANS

Melani presented the corridor and neighborhood improvements maps and conceptual plans.

COMMENTS

Los Cerritos trail: the trailhead that connects to the Los Cerritos pedestrian bridge also goes north to the Dominguez Gap wetlands and the LA River. This should be shown on the neighborhoods improvement map.

Deforest Wetlands: to improve connectivity between the South Street Parkway and the Deforest Wetlands, an entrance to the wetlands could be located at South St. as shown on the map.

Wardlow Overpass: this project is part of the Locally Preferred Strategy for the I-710. The ramps on Wardlow near the 405 are going to be removed.

Alleys: under Public Works, alley funding is the same as streets and sidewalks. The enhancement of alleys could be addressed through assessment districts, but this would have to be approved by local residents.

School Issue: only selected schools are currently called out for livability improvements on the neighborhoods map. We need to call out all schools for livability improvements.

Cabrillo High School: LBUSD has a project to improve part of the Cabrillo property on Hill St, which involves planting trees in front of a new building.

710 Ramps: would it be possible to get Caltrans funding for these?

Community Livability Plan for the Long Beach I-710 Corridor Neighborhoods

WORKING GROUP #7 - MEETING NOTES

Friday, January 25, 2008, 10:00 AM

In attendance:

Sumi Gant—City of Long Beach Department of Public Works
Melani Smith—Melendrez
Valerie Watson (for Steve Patton)—Melendrez
Irene Payan—DSO
Jeff Benedict—Health
Claudia Escobedo—Vice Mayor Bonnie L.
Lee Mayfield—Redevelopment/Long Beach Development Services
Ray Pok—Council District 7 – Uranga
Lei Ronca—CD-NSB
Pat Garrow—City of Long Beach Department of Planning
Edith Martinez—LB Unified School District
Shirley Hsiao—Long Beach Transit
Roy Choi—Metro
Jonathan Kraus—8th Council District

PROJECT RECAP (Melani Smith)

- Held 3 design review workshops in Nov. – 80 attendees: 1. Chavez; 2. Cabrillo; 3. Dooley
- Comments from participants reinforced comments from before; positive response
- Most important: 710 mitigation; streets, trees, and pedestrian improvements; Dooley had more to say than other workshop locations
- Same concerns as previous round of workshops: where is funding coming from?; river corridor itself, homeless, crime.
- We consolidated this and everything we've done so far into the draft plan you now have.

REVIEW

- Working group has one more week to review and make comments on the draft plan.

CHAPTER TWO

- Like that Ch. 2 consolidates plans and information all in one place. A good resource for everyone!
- LA River Estuary: how far will dredging affect the Estuary? Mouth of the river to where? Dominguez Gap and DeForest?
- AIR QUALITY: monitoring stations are located at Hudson School / Cesar Chavez in addition to N. Long Beach and the one by the Harbor – issue of data – reconcile the two studies
 - MATES III: diesel is the main issue...reiterates USC and MATES II studies – major corridors are impacted by diesel from trucks as well as stationary sources offshore – ships idling
 - Public may perceive refineries as major polluters, maybe because they constantly smell odors, but it's really diesel trucks and ships.
 - One Ship = All Refineries in terms of emissions
 - CARB has a RAV4 that drives around to monitor
 - Can monitor freeways but there is background pollution coming from ships offshore that interferes, so you can't get accurate reading on freeway-only pollution
 - Different interpretations Melani brought up is a result from different MATES approaches
 - Adding more monitors yields more data but doesn't improve air quality

- LB as a REGION is actually cleaner than IE places like Fontana, but corridors are heavily impacted – higher than Fontana.
- MATES III, still in draft form, is to look at REGION, not individual sources
 - Diesel is 84% of total air toxin risk
 - Pronounced exposure at intermodal sites and corridors
- Street Enhancements Master Plan
 - 3 year action plan is completed
 - still addressing additional streets for paving and will complete median planting on Del Amo, Atlantic, and Artesia (above and beyond 3 year action plan)
 - Central Strategic Plan is completed

To Do:

- Give web links in Ch. 2 as well – perhaps in the margins?
- Put into document where monitoring stations are... MATES sites: Wilmington and Long Beach Boulevard (?)
- Make sure Street Enhancements Master Plan reflects comments above.

CHAPTER THREE

To Do:

- Sub Area discussions: describe more about who attended and why their concerns might be focused on one issue. Example: South area concerns were related to safe routes to school because two schools are located between on and off ramps
- Put a smaller location map of where north, south, etc. are next to discussions of subareas towards the end of the chapter. (so you know south people live near downtown)
- Make sure language about “no concern” or “zero concern” instead reads “less of a priority.”
- Get rid of the word “ranked”

CHAPTER FOUR

- Hudson has a pilot program for classroom air purifiers
- EICO has a proposal to do portable air purifiers
- Do not show private schools on Community Assets Map, stick to public
- Need to include more on transit improvements in Plan such as bus shelters, etc. areas in plan when talking about pedestrian improvements is the right time to discuss transit improvements as well.
- Describe the importance of the integration of transit improvements through a discussion of: rider ship and population; bus stops and other transit related facilities and amenities are a major part of the urban environment; show how transit can be pleasantly integrated into the environment – put photos in document near other corridor wide improvements

To Do:

- Show Dooley School on Community Assets Map
- Sutter is now Lindsey – revise on Community Assets Map
- Page 33 – rail system: it’s “Locally Preferred Strategy” not Alternative – change to read
 - Change to read “I-710 Corridor Project EIR/EIS” (this is the future study)
 - Not automobiles – remove reference.
 - (Incidentally, Jan 28 is contract award date – kickoff is Feb 6-7)
- Put impact zone feet in parenthesis on Corridor Map – grey area – how many feet?
- #49 – no associated conceptual plan for Shoemaker so take off the * by Shoemaker on Page 40 Neighborhoods Map
- NIS areas are permanent – but we do improvements outside of NIS areas too – so should include other areas and also explain that code enforcement is very active in the south, that’s why this wasn’t a concern (in Ch. 3)
- Label the improvements from 1 to 15 on the Birds Eye drawings too.
- On Page 40, couldn’t find point #43 on neighborhood improvements map – make sure there’s a correct label for #43
- Write in Figure numbers on all design plans (currently only says Figure X-X)
- Enlarge numbers on Key Map (Figure 4-4)

- Add discussion on transit improvements when pedestrian improvements are mentioned
- Show how transit can be better integrated into urban environment with photos and graphics – how transit, pedestrians and bikeways can all be integrated pleasantly. Perhaps near corridor-wide improvements photos.
- Include photos of multimodal transit
- Show photos of people actually in corridor like pedestrians, cyclists, kids walking to school, etc. in existing conditions photos or elsewhere
- Write what the major concerns were for each subarea, like one sentence summarizing/listing major concerns.

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

INTERVIEW WITH COUNCILMEMBER BONNIE LOWENTHAL March 19, 2007
<p>constituents?</p> <ul style="list-style-type: none"> • Air quality--asthma • Parking--big rigs, industrial areas • Lack of green space--trees, etc. • 7th Street and Anaheim • The Port • Blue Line • Willmore • The industrial area could be an asset
<p>What are the most significant community livability initiatives and accomplishments you can point to in your District?</p> <ul style="list-style-type: none"> • Condo Association Folks • Chavez School • Renaissance High School • Westside Industrial Area
<p>Are there key community stakeholders, relevant to this project, in your District, not already on our list?</p> <ul style="list-style-type: none"> • Gateway Cities partnership • MTA • Aquarium
<p>Are there specific areas you would target either as neighborhood design models to be duplicated, or as in need of change or improvement, in your District's corridor neighborhoods? And are there specific areas you think we should include on our site tour?</p> <ul style="list-style-type: none"> • Bembrige House • Enhancing the corridors • Vacant lots • 7th Street TOD

1710 Corridor Neighborhoods
Community Drop In Meeting Comments

INTERVIEW WITH COUNCILMEMBERS TONIA URANGA AND RAE GABELICH
March 20, 2007

What are the most important community livability issues/areas of concern expressed by your constituents?

- SCIG presentations by ACTA - schools impacted along the I-710 corridor
- Schools, parks and libraries - currently it isn't possible to cross the freeway to get to parks or libraries
- Rumor about schools closing
- Lighting inadequate on Willow
- Willow - library access
- Wardlow and Blue Line Wrigley Heights off ramp
- Connecting communities and centers of communities

What are the most significant community livability initiatives and accomplishments you can point to in your District?

- Painted bridges
- Reconfigured ramps, added pedestrian refuge islands
- Renaissance High School
- Westside Industrial Area

Are there key community stakeholders, relevant to this project, in your District, not already on our list?

Are there specific areas you would target either as neighborhood design models to be duplicated, or as in need of change or improvement, in your District's corridor neighborhoods? And are there specific areas you think we should include on our site tour?

- Find the low hanging fruit - channel to things that can be done

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

INTERVIEW WITH COUNCILMEMBER VAL LERCH

March 20, 2007

What are the most important community livability issues/areas of concern expressed by your constituents?

- Pier pass - 8 month experiment
- Soundwalls in Coolidge
- Alternative transportation systems must be considered
- Mature trees
- Noise studies

What are the most significant community livability initiatives and accomplishments you can point to in your District?

Are there key community stakeholders, relevant to this project, in your District, not already on our list?

Are there specific areas you would target either as neighborhood design models to be duplicated, or as in need of change or improvement, in your District's corridor neighborhoods? And are there specific areas you think we should include on our site tour?

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO FEDERATION OF FILIPINO AMERICANS

May 10, 2007

Community Comments

- Parks where will they be built?
- Where's the funding coming from?
- Many concrete sidewalks are elevated, makes walking for seniors and others very dangerous.
- Crossing streets is very dangerous too many big trucks along neighborhood.
- Can big trucks be separated from cars?
- On Willow where no U turns are allowed, many drivers still go ahead and make these turns.
- Many blind spots on Santa Fe Ave, can the median islands be designed to be safer?
- Can there be better signage thru-out in terms of the traffic flow.

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO LONG BEACH ASTHMA COALITION
June 21, 2007

Community Comments

- Concerns were expressed about expanding the 710, and the fact that there is already too much pollution associated with it
- Anaheim, PCH and Willow bridges are all considered dangerous for pedestrians, including Cabrillo High School students to cross
- Broken sidewalks are a concern, especially for women walking with kids and strollers
- There are many homeless people around the parks, which is a concern. Although the City should be cautious about just moving homeless people out, and shifting the problem to other areas, instead of coming up with real solutions.
- Need better signage around Cesar Chavez elementary, relating to school crossings
- Need better maintenance in parks, the grass is yellow.
- The school nurse at Hudson Elementary has a "detox room" in which the air is filtered more than in the rest of the school. Kids can use the room after they have been playing outside and are feeling the effects of the air pollution.

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO CAMBODIAN ASSOCIATION
June 8, 2007

Community Comments

- 22 Freeway may be a good model for soundwall and custom design treatments
- Countdown pedestrian signals are good devices that help people cross the street
- Truck traffic is a problem for the community
- How does the community voice concerns about intersections that need signals?
- Would the City consider in pavement flashers for pedestrian crossings, like Santa Monica uses?
- 710 Freeway ramps on the east side at Del Amo look bad, need improvement
- Willow bridge should be considered for improvements
- Issue in the 710 freeway corridor is the homeless. Don't have anything against them, but we should help them by finding them another place to go.

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

<p>PRESENTATION TO BIXBY KNOLLS 5/242007</p>
<p>Community Comments</p>
<p>No comments received, brief project introduction only</p>
<p> </p>

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO GOODWILL INDUSTRIES

April 18, 2007

Community Comments

- Many homeless live along the 710 bank on PCH. Can we do something about that?
- Need sidewalks on PCH and the bridge needs to be more pedestrian friendly
- The traffic coming off the bridge onto eastbound PCH needs to be slowed
- More plantings on PCH and the embankment
- Pedestrian safety improvements and traffic calming for students that walk to Cabrillo on PCH
- Prohibit the left turn for trucks onto Golden from PCH - they get stuck
- Expand the bike path on PCH

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO CHAVEZ ELEMENTARY SCHOOL
May 16, 2007

Community Comments

- The area feels dangerous at night; better lighting is needed around the school
- No crossing guards at the intersections near the schools
- There is a need to make the routes to school safer because many children walk from the surrounding neighborhoods
- More crosswalks
- Many families are concerned about air quality and asthma

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO JOHN MUIR ACADEMY PARENTS
May 9, 2007

Community Comments

- The Santa Fe beautification needs more work - not beautiful enough yet. Dry trees and a little grass is not enough. Need to do building improvements as well.
- Concerns about the 710 expansion and pollution and health
- Think about intersections and timing signals better so that people can cross.
- There is no light at 32nd and Santa Fe, so it is tough to access Webster on foot.
- Wheelchair access and stroller access is limited.
- Student drop offs in the bus zones around the school are a problem. Need signage telling people where and how to drop off kids. Not enough drop off areas around Muir.
- Bicycle routes are important, esp in the river corridor along the 710.

- Homelessness is a problem in the river corridor; need better security. Not able to use a bike to get to the beach; the pathway is not safe.
- Which areas will be destroyed, and schools impacted by the 710 project?
- PCH bridge at night is scary for people on bikes, and for students crossing to get to school even during the day.
- A community park at Chestnut and 14th has been promised. Is it really happening?
- Which areas will be destroyed, and schools impacted by the 710 project?
- Which areas will be destroyed, and schools impacted by the 710 project?

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO NORTH LONG BEACH ACTION GROUP
May 6, 2007

Community Comments

- The Edison right-of-way from Del Amo north to Artesia is a desert now that the nurseries are no longer there. We should work with Edison about what that land is used for. Could be a forest of trees. Its condition impacts the impression of what the community is all about.
- Consider the multiple environmental benefits of trees.
- Consider a solar farm in the Edison right of way
- Consider advanced bikeway design, tied into the Riverlink project, as part of this project
- 710 project should consider alternative technologies, like mag lev
- Any livable community solutions need to consider air pollution mitigation
- Consider other model programs like Costa Mesa Releaf
- Truck parking and truck routes are issues
- Instead of soundwalls, think of the freeway edges as greenbelts.

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO DEFOREST NEIGHBORHOOD ASSOCIATION
May 17, 2007
Community Comments
• Be aware of the homeless problem in the corridor, and in the River corridor
• Powell School tree planting was done - needed it very much given its proximity to the corridor - kids say that it "smells funny" on the playground when they are out there.
• Coolidge Triangle neighborhood was mentioned as very impacted by the 710
• Planting trees would help the corridor, and the River corridor
• Jointly consider all of the planning that is going on in Long Beach - that will help as a starting point
• Consider financing issues for anything we propose
• At one time there was a plan to extend the Terminal Island freeway to the 405 - this would help a great deal with Port traffic, though would require home removals
• SCIG may help in relieving goods movement impacts on the neighborhoods, rail should be emphasized, as well as increasing use of the Alameda corridor
• Clean diesel for trucks is necessary as well
• Don't add any blank walls in the corridor - cover them all with planting to decrease opportunities for graffiti
• Emphasize the boundary of this project

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO AMERICAN GOLD STAR MANOR
April 27, 2007

Community Comments

- Streets and sidewalks are very unsafe
- Many residents are concerned about the safety of the industrial plants in the area
- Concern about air quality
- Drivers on main streets drive too fast and pedestrians are in danger; better crosswalks should be constructed

I710 Corridor Neighborhoods

Community Drop In Meeting Comments

PRESENTATION TO WEST LONG BEACH NEIGHBORHOOD ASSOCIATION

May 24, 2007

Community Comments

- 1200 block of Cameron at Wise - 710 freeway clean up project, accessed from eastbound Wardlow offramp from 710. Cleaned up the berm and planted only shrubs, no groundcover, no trees. Unsatisfactory and should be improved.
- Need to determine who's jurisdiction(s) the bridges over the 710 fall under - e.g. the Wardlow bridge is three different paint colors, a lot of it is peeling. What does this say about the neighborhood?
- All of the bridges need work, and could be much better gateways into the neighborhoods - Wardlow is a neighborhood bridge, vs. Anaheim, which is an industrial bridge
- Add lighting to the bridges - for decoration as well as safety
- Wardlow bridge could accommodate a bike path and sidewalks
- In Wrigley Heights, at the end of Magnolia, where the 7th and 8th District meet, there's a walking bridge, which is on an on-ramp for the 710
- Don't reinvent the wheel in this project, consider the final report for the Tier 2 Committee, and their Comments and Mitigations. Start there for our suggested improvements, don't start with a clean slate. Don't waste the neighbors time. They've been through a lot of meetings and planning. Come into the workshops with ideas, based on what has gone before, don't just start with "what do you want to change"
- Also consider the Community Cluster presentations and work from the first General Plan go-around, and the work of the Central PAC
- Don't come in and tell the community what it wants, despite what it says it wants - e.g. the Central Project Area plan for housing over retail on Willow Street, west of the 710 - this is not what the community wants.
- Consider native plants, and appropriate street trees, not non-native eucalyptus, which is what is in some of the medians on Santa Fe
- Look at parkways as well as medians, when doing streetscape improvements
- Suggest concepts that can be implemented in the short term, so that progress can be seen and tracked.
- Make connections for the community about where to go for funding for projects, grants and other funding
- \$5000 promised to the neighborhood for signage "welcome to the Westside" and never materialized.

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO GRANT NEIGHBORHOOD ASSOCIATION
May 10, 2007

Community Comments

- New fire station to be built at the nw corner of Orange & Artesia, may also include the LBFD warehouse facilities as well
- Orizaba murals under the 91 freeway are a good model for improvements, as well as the Andy Street murals, and the Veterans Mural on Harding Street
- Consider Atlantic Avenue undercrossing near the 91 and 710 interchange
- Be aware that additional foliage attracts rodents

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO CARMELITOS SENIOR CENTER
April 24, 2007

Community Comments

- Wheelchair accessibility on sidewalks on Del Amo, Atlantic and Orange, around Carmelitos is a problem. LB Transit bus benches, signs and light poles are obstacles
- Sidewalks should be 6' wide
- Consider accessibility for seniors
- Consider curb ramps at intersections, are they installed on all four corners? Or can you use one and get to the other side and find there isn't one there?
- Orange Avenue is just as bad as Atlantic, but at least has a bike lane, which folks in wheelchairs use.
- think about incorporating wheelchair accommodation in bike lanes, special markings, striping, signage, etc...
- 51st Street - no crosswalk? At many crosswalks, walk time is too short.
- Consider traffic control within Carmelitos itself, there has been a pedestrian death
- Add trees!
- Look at residents' pathway from Carmelitos to Atlantic - it is dark and unsafe.

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO COOLIDGE TRIANGLE NEIGHBORHOOD ASSOCIATION
March 21, 2007

Community Comments/North Long Beach PAC Presentation

- Long Beach Boulevard and Atlantic Boulevard are the major corridors in north long beach
- The Village - key commercial area on Atlantic
- 59th and Atlantic is a key new development by Amcal Homes
- One way couplets are being tested in the Dairy Neighborhood, Ellis & 56th
- Admiral Kidd Park teen center is opening now
- There is a utility box painting project by a artist in Virginia Village, on LB Blvd and 56th
- Consider noise study information on 90805.net, as well as USC Health Risk Study information
- Think about lighting upgrades for safety
- Sound walls are great but need to consider graffiti, cover them with vines?
- Turn the freeway edge into a greenbelt
- Consider planting that thrives in smoggy environments

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO LONG BEACH MINISTERS ALLIANCE
March 20, 2007

Community Comments

- Concern about kids crossing the bridge at Artesia from westside of the freeway over to Jordan high
- In workshops, provide maps, sketches, and images as ideas to help people visualize solutions
- Think about carving the corridor into subdistricts, so that we can deal with smaller parts
- Make sure to provide food at workshops
- Big ideas should be considered too, like decking over the River and providing development areas there

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO DOWNTOWN LONG BEACH ASSOCIATES
April 18, 2007

Community Comments

No comments received, brief project introduction only

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO EAST VILLAGE ARTS DISTRICT

April 19, 2007

Community Comments

- Need to consider authenticity in design solutions - really reflect the history and character of Long Beach in what we do
- Consider bicycle routes as well as roadways
- Homelessness must be considered in the corridor, and specifically the LA River corridor
- Excited about the potential for the whole corridor to change, and to provide a series of different experiences and destinations in the neighborhoods, all the way down to Downtown
- Have to consider maintenance as well as installation in anything we do

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO GOOD NEIGHBORS

April 10, 2007

Community Comments

- Riverlink is an excellent opportunity
- Coordination with the General Plan update is important
- Perhaps we should focus on one area, such as the river, and do it well
- Aesthetic improvements relating to the freeway corridor and improving the image of the city are important

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO WILLMORE HERITAGE AND WEST END COMMUNITY ASSOCIATION

April 12, 2007

Community Comments

- The city is already planned to death - we need more implementation
- Interest in the river, but don't want to see that effort take away from the neighborhoods
- Specific improvements include being able to access the river trails in regular time frames and know the gates will be unlocked
- Are are going to plan only the Caltrans portion of the freeway - to Anaheim - or the whole corridor to the end?
- We should include ideas that are real and that we think can be implemented
- Why hasn't the neighborhood association been consulted about the design of Drake Park
- Parking is a problem in these neighborhoods

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO WEST EASTSIDE COMMUNITY ASSOCIATION

April 5, 2007

Community Comments

- River corridor enhancements were mentioned, especially related to bicyclists
- Bicycling in general was seen as important
- This group hosts a safety fair for kids relating to bikes and stakeboarders - on June 2nd

I710 Corridor Neighborhoods
Community Drop In Meeting Comments

PRESENTATION TO KNIGHTS OF COLUMBUS
March 27, 2007

Community Comments

- River bike path - water, fountains and planting; separation and safety
- Community gathering - Walmart downtown; music, people, etc.
- Bike path - parks linked to it; nore design, setting the city apart, draw on the art community; better separation
- More use of the Alameda Corridor
- Railway
- Consider the homeless population
- Blue Line - Pacific to Long Beach Boulevard; stayon on Pacific to pick up more residential
- Get our ideas into the 710 EIR
- 4th Street next to River - new park
- Metro grants for transportaiton
- 710 looks like New Jersey
- Sound walls not as good as planting and berms
- 710 north and south - why not a loop? Add a loop around and sumberge it; deal with east-west corridors and the traffic on them
- Can't add bikeways without dealing with auto traffic
- Connect 710 and 110 freeways

COMMUNITY LIVABILITY PLAN
 Neighborhood Design Workshop #1
 August 8, 2007

GROUP QUESTIONS

OVERALL SUMMARY

● = each individual participant placed a sticker beside the issue they felt was most important or critical

Group One	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●●	Trees and maintenance
●●●	Sidewalks need repair
●●●	Traffic calming
●●●	Lighting for pedestrians
●●●	Median and trees on Long Beach Boulevard and other corridors
●	Street repair (spot patching)
●	Bridge in Artesia walkway
●	Overpass with design
●	Supermarket
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Community organizations	
Plans for corridor development	
Parks, what little there is	
Plans for development of Atlantic Ave.	
Residential neighborhoods	
The People	
Spreading basins in river	
What would you specifically like to change or improve in your corridor neighborhood?	
Lack of green space	
Distance from downtown	
Public transportation	
The "step child of Long Beach"	
Lack of partnership	
Dog park in Scherer Park	
New fire station at Artesia and Orange	
Pedestrian lighting everywhere	
Trees along the river should be indigenous to California	
Street beautification	
Connected bikeways into neighborhood	
Good murals on over/under passes	
Beautification along 91 and 710	
14 th St. Park	

Group Two	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●	Sidewalk repair
●●●	Streets—fill pot holes
●●	Parking for trailers, boats and RVs
●●	Tree trimming
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Jordan High School	
Houghton Park	
CVS Pharmacy	
Public transportation main corridors	
Skate park	
What would you specifically like to change or improve in your corridor neighborhood?	
Street lighting improvements	
Drugs prevalent	
Public transit neighborhood access	
Recreation activities—Jordan pool? Public access	
Public pool	
Parking enforcement—Morningside and Long Beach Blvd. north of Del Amo	
Illegal truck parking, work trucks, etc.	
Overcrowded housing and parking shortage	
People living in garages in Deforest Park area and others	
Community center in old theatre hasn't happened (South and Atlantic)	
Community lacks department stores, food stores	
Lime Street business residential areas	

Group Three (translated from Spanish)	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
•••••	More maintenance of Coolidge Park
•••	Diesel exhaust—Long Beach and the port
•••	Lighting issue—parks and streets
••	Trees are being cut/destroyed by people in neighborhood—replace all trees that are cut or damaged
What would you specifically like to change or improve in your corridor neighborhood?	
Park maintenance at Coolidge—water fountains and removal of trees	
School security @ Jordan High School	
Coolidge Park—employees should provide better services and supervision for children	
Poor street maintenance	
Pedestrian crossing on Butler and Artesia bridge is dangerous	
Too many factories, too much noise and pollution	
Traffic at Colin Powell Academy is unsafe for kids	
Truck traffic on Victoria and Long Beach Blvd. unsafe	
Wall on north side of Coolidge Park is too low and kids jump over	
Street-cleaning services on alleys—none currently	
Better schools like Lakewood High School	
Higher river buffer on Artesia bridge for safety	
Need supermarkets	
Mural on Butler underpass	
Add trees/landscaping to freeway entrances and community. Replace damaged trees.	
Speed bumps, speed limit signs, post speed limits	
Add Library and police station	
Recreation center with pool and gym	
Make residential driveways	
Change freeway entrances like 105 and Carson freeway entrance	

Group Four	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●	Parks (more and better parks)
●●●●	Gang issues—need activities for 12-22 range and adults
●●●	Community resources—after school activities
●●●	Trash—neighborhood cleanup
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
No through traffic	
Convenience to local businesses (grocery, banks, restaurants)	
Senior center at Houghton	
Bicycle trail and horse trail	
California St.—Chinese Elms	
Long Beach Blvd. on-ramp paved	
YMCA Boys and Girls Club	
Public transportation access	
What would you specifically like to change or improve in your corridor neighborhood?	
Using area under power lines for soccer fields, youth sports	
Lack of parking at Blue Line station (Del Amo)	
Lack of youth activities	
Conditions on Butler Ave. (potholes)	
Street lights out on Long Beach Blvd. (Market and Del Amo north of Artesia)	
Caltrans area east of Coachella—no greenery	
Need to put speed bumps on 53 rd St. riverbed to Long Beach Blvd. or make 53 rd St. and Pacific Ave. a four-way stop	
Need crossing guard at Barclay	
Not necessarily playground equipment, but places to play	
More street tree planting	
South and Atlantic—open area, park and swimming pool	
Boys and Girls Club—hours need to increase	
More youth activities	
Street sweeping—Main St., boulevards	
More soccer, baseball and football fields	
Not enough parking at Del Amo station	
No grass next to Caltrans, all dirt (north Long Beach near Edison right-of-way)	
More trees/landscaping along freeway	
No supermarket in North Long Beach	
Need trees in river bike trail	
Open all public schools to after-school activities	
Condition of streets—trim trees	

Group Five	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●	Graffiti removal
●●●	More street trees
●●	More and better-maintained open spaces
●	Safety for pedestrian crossing at major streets (not enough time)
●	Parking enforcement near intersection
●	Supermarket (around Atlantic/Harding)
●	Repair vandalism of public property
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Open space around Villa Park	
Memories of Houghton Park the way it used to be	
Deforest Park	
Bus line on Atlantic Ave. (frequent service)	
North branch library	
Some areas have neighborhood groups	
Fire protection	
Police protection	
What would you specifically like to change or improve in your corridor neighborhood?	
Reopen swimming pool at Atlantic/South	
Better landscaping on Atlantic all along Cherry, Artesia	
Preserve and restore park	
Lack of community participation	
No major supermarket (Atlantic/Harding or Atlantic/South)	
Lack of maintenance of public property (eg. Houghton Park or other parks)	
Crime increase	
Gangs and tagging	
Lack of trees	
Absentee landlords	
City Hall ignores North Long Beach (north of Del Amo)	
No enforcement of fireworks	
Greater response by City officials	
Trees, trees and more trees	
Maintenance of medians and parkways (eg. watering)	
Litter removal	
Restore original building at Houghton Park	
Remove graffiti	
Round-the-clock public transportation	
Clean up business corridors on Artesia Boulevard	

Group Six	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
•••••	Pot holes and street improvements—too narrow, construction done at wrong time
•••••	More parks—sports, for kids, after school programs, cover river and make entertainment facilities
•••	Safety—sex offenders, night (walking)
•••	Air quality because of freeway
•••	Library
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Shoreline Park	
Main library	
Affordability of community	
Responsive police	
People take care of their property	
Dooley's Elementary	
Deforest Park—green space and walking path	
What would you specifically like to change or improve in your corridor neighborhood?	
Too much fast food—no nice restaurants	
More walkable environment	
Former city parking plan never got implemented	
Public transit lacking	
No place in the community that's free—everything costs money	
River is isolated and unsafe	
South Street opportunity for green corridor/pedestrian environment	
Bridge needed between Cesar Chavez school and park	
Chavez Park area is dangerous for pedestrians	
Sex offenders live in the neighborhood	
Opportunity to expand Deforest Park nature trail	
Speeding along Long Beach Blvd.	
Enhance commercial area along Atlantic Blvd.	
Decent public library within walking distance	
New stores—coffee shop, better quality businesses, computer store, bagel shop, record store, bookstore restaurant	
Nature trail at Deforest Park is dangerous	
At Deforest or Houghton Park	
<ul style="list-style-type: none"> • Open air meeting place with room (and appropriate sound/video equipment) for a bandstand/stage that could be used for outdoor performances • Outdoor free performances of all kinds scheduled • Tables w/umbrellas and room for grass picnickers in front • Area on outside perimeter where vendors can sell food • Recycling, composting and gardening center—could teach global warming prevention techniques, composting, gardening • Outreach center of PAL at Houghton Park (a location next to Jordan High where anti-gang message would be most useful)—storytelling, martial arts training, career exploration/internships • Pet care and obedience training and “foster a pet” program • Comfortable picnic/lounging area with wi-fi spots 	

COMMUNITY LIVABILITY PLAN
 Neighborhood Design Workshop #2
 August 15, 2007

GROUP QUESTIONS

OVERALL SUMMARY

● = each individual participant placed a sticker beside the issue they felt was most important or critical

Group One	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●	Pedestrian-friendly sidewalks
●●●	Green space/trees on Chester and Loma Vista as entryway to new Drake Park/Riverlink
●●	Grade separation/bridge over I-710, 1/8 mile span (Del Amo over Alameda Corridor)
●●	Move four-way stop signs and speed bumps near parks and schools
●●	Traffic-calming
●	Transportation of goods from Port on silent, green magnetic levitation rail train—silent, pollution-free, 300 miles, \$50 million per mile
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Bike access to riverbed	
Cesar Chavez Park	
Preservation of historic homes—Wilmore District	
River bike path	
Veteran's Memorial Park	
What would you specifically like to change or improve in your corridor neighborhood?	
Slow 6 th Street exit, reduce traffic	
Construct I-710 on west side of river and expand Cesar Chavez Park to river	
Make all vacant land next to river a park with trees and lawn	
Remove fence west of Veteran's Park so you can park	
Barnett Elementary can be a park during when school is not in attendance	
Replace and expand bridge with 1/8 mile span grade. Separation bridge Golden to East St.	
Homeless housing near Blue Line where homeless get off train at 1AM	
I-710 onramps—Ocean, 7 th , Anaheim, PCH. Close other ramps.	
Chavez, Edison—safe crossing for students	
Smoke shops on 5 th /Cedar—get rid of them near schools. Smoke shops should not be near school	
Diversified transportation on Golden/6 th St.—get rid of the ongoing noise from the vans and repair of vehicles behind Edison Elementary	

Note: Groups one and two were combined for the map exercise

Group Two	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●	Air quality—6 th Street exit, smell on 710 freeway, begins at Anaheim Street exit
●	Safety—loitering, lighting on streets, police patrol
●	Freeway exit at 6 th Street—the noise from cars exiting the freeway ; the high speed of cars exiting the 6 th Street ramp (no one follows the speed limit and there is no police patrol to enforce the speed limit)

Group Three	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●●	Alleys must be paved—dust, air pollution; downtown alley between 3 rd and 11 th streets
●●●●	Enclosed pedestrian overpass with improved lighting and design
●●●●	Address stagnant water within flood control channel
●●	Air pollution/air quality along terminal island freeway and 710 freeway
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Must keep Silverado Park	
What would you specifically like to change or improve in your corridor neighborhood?	
Better lighting, esp. Wardlow	
Unpaved dirt alley on 27 th St.	
Taller freeway wall	
Repair alley between 3 rd and 4 th between Chestnut and Magnolia	

Group Four	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●	Air quality (710 freeway, buses)
●●	More residential/community police patrol
●●	Bathrooms along the riverbeds and bicycle trails for environmental and health issues
●	Fix and maintain sidewalks—fix whole street, new method of repairing parking problems
●	Community pride—band concerts at Cesar Chavez and Drake just like other parks
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Blue Line and Long Beach transit	
Transit system (Passport)	
Thank you for Passport system—buses are pollution through cleaner gas	
Cesar Chavez Park	
Buses—connection to MTA is great (Delta and Wardlow)	
What would you specifically like to change or improve in your corridor neighborhood?	
Accommodate the homeless along the river	
Connect the communities together	
Open space connection to new library	
Bathrooms along river	
Air quality	
Access to drinking water along river bike path	
Exit along riverbed for bikes	
Condition of streets (Cameron and Easy)	
Better use and access to LA River	
Maintain Cesar Chavez Park better. Remove homeless, fix sprinklers, more activities for adults	
The Pike—more interesting stores, retail, boutiques	

Group Five (translated from Spanish)	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
•••••	Safer bridge and river crossings
•••••	More after school programs for kids
••••	Third Street crossing guard near the entrance to the 710
••••	Higher security and community alerts when people in the Megan's Law program move into the neighborhood
••	Make the schools safer
••	Crosswalks near the schools
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Cesar Chavez Park location	
Pocket Park beautification with trees	
Less vagrancy and street cleaning	
Noticed increased police patrol	
What would you specifically like to change or improve in your corridor neighborhood?	
Napkins, soap for all schools	
Add lighting to and clean up alleys	
Murals on freeway entrances and exits and bridges	
Add street lighting on Pacific Coast Highway, Magnolia and 4 th Street	
Light signal @ 5 th and Magnolia	
More safety, pedestrian crossing for students on Pacific Coast Highway	
Clean up stagnant water, river walk, safety	
Rent control policy	
More shade trees on 4 th and Magnolia-	
Access to restrooms after school	
Cesar Chavez rec. center—cleaning, better maintenance, pool and after school activities, water fountains, adult/mother aerobics	
Pedestrian crosswalk near Cesar Chavez Park	

Group Six	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
••••	Lack of open spaces. Parks are too small and not enough of them (need lots of trees)
•••	Students walk on congested sidewalks—not enough buses
•••	Need to educate residents about keeping storm drains clear and not littering on public spaces (including streets)
••	Poor condition of alleys and sidewalks
••	Air quality
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Stable population and hardworking families. Some families are three generational homeowners	
Community is safe. Only 3 entrances. It's in the shape of a circle. No through traffic.	
Vibrant multicultural area. Wide range of ethnic eateries and also various worshipping places.	
Steps have been taken to enlarge Admiral Kidd Park. Beautification of medium strip on Santa Fe Ave.	
Trees on Easy. 55 years old. Only one block. Taper to Cameron.	
Mobile recreation trucks during summer. 17 th , Chestnut and Cedar.	
Parks and Rec.—movie night, offering piñatas every 3 rd Saturday at the park between Pacific and Pine on 14 th St.	
Neighborhood clean up, graffiti removal	
What would you specifically like to change or improve in your corridor neighborhood?	
Cabrillo High School students walking down PCH through the bridge to get to school because of lack of buses	
Youth programs to keep them off the streets	
No pool in our area for children to learn how to swim. Not even at Cabrillo.	
Washington Middle School area. We need the big park. The children around this area really need to be off the streets.	
Noise and speeding of cars—Delta Street calming	
Bus on Delta (residential street)	
Rails not to be switched behind our schools. Should happen in port.	
Horrible air quality. Surrounded by refineries, freeways and intermodal facility transfer	
Bus goes down a narrow street (Delta)	
Trees have been planted on Santa Fe but not watered. They are dry.	
Advertisement of meetings of West Long Beach Association	

COMMUNITY LIVABILITY PLAN
 Neighborhood Design Workshop #3
 August 23, 2007

GROUP QUESTIONS

OVERALL SUMMARY

● = each individual participant placed a sticker beside the issue they felt was most important or critical

Group One	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●	Landscape the MTA right-of-way from the LA River crossing to Willow Street, as promised by the County Transportation Commission (the forerunner to the current MTA)
●●●●	Noise pollution (from expanded 710 freeway, just below Los Cerritos school)
●●●●	Repeal Landerman Petris Act to provide housing and care for mentally challenged people—a serious health issue
●●●	Air pollution
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Oakwood School	
Petroleum Club	
Wardlow Station rail	
Pacific Hospital	
Memorial Hospital	
Long Beach Municipal Band	
Johnny Rebs restaurant	
Virginia Country Club	
Los Cerritos Rancho	
St. Mary Hospital	
Poly High School	
Long Beach Grand Prix races	
PAL Campus	
North Division police	
Los Cerritos Park	
Practice golf, learning center	
What would you specifically like to change or improve in your corridor neighborhood?	
Poor parking @ Pike	
Improve homelessness @ Lincoln Park	
Need more parking on Atlantic Ave. in Bixby Knolls	
More police in all public areas	
100 more police per Bob Foster's promise	
Plant native trees that grow to a height of 50' tall along river	
Health: Repeal Landerman Petris Act re: homeless	
Safety: Barangi system	
Improve aesthetic of 405 freeway over Pacific Ave.	

Group Two	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
•••••	Trains instead of trucks for containers
••••	Air quality
•••	Crime on the border
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Long Beach Aquarium—great educational outlet	
Aqua Bus water taxi—fun transportation option	
Great frog tiles on freeway soundwall	
Good secondary hospital option	
Los Angeles River bike path	
Library—good local resource	
San Antonio—green median is great	
Los Cerritos School—meeting place	
Rancho Los Cerritos golf course—good asset	
Good restaurant options downtown	
CSULB—adds academic environment to Long Beach	
What would you specifically like to change or improve in your corridor neighborhood?	
Reduce crime	
Change pedestrian walkway over freeway—lights, safety	
Metro Blue Line—sound wall and drought-tolerant plants	
710—reduce traffic, improve air quality, add sound walls	
Trash barrier near Port/Ocean Blvd. overflows during storm—clean up upstream	
More port containers by rail along Alameda Corridor	

Group Three	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
••••••••	Increased green zones
•••	More park rangers
••	Homeless along river bank and under overpasses
••	Dirt bikes in riverbed north of the 405 along the Blue Line
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Rancho Los Cerritos and Los Cerritos Park	
Quiet Streets	
What would you specifically like to change or improve in your corridor neighborhood?	
Attention to and follow-through on habitat/running trails along the Los Angeles River	
Tree-planting along the River	
Enlarge Los Cerritos Park	
Sidewalks needed around school	
No services in the area	

Group Four	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●	Youth centers—utilization of Los Cerritos Park
●●●●	Program to green locomotives—Union Pacific and Santa Fe companies to and from port
●●●	Air quality
●●	69 th Way and Butler—speed bumps or other means to slow traffic
●●	Better access to parks from neighbors west of freeway—pedestrian and bike access; bridges across freeway for pedestrians and bikes
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Bike trail to beach	
The Riverlink Plan	
Los Cerritos Park	
Del Mar—community started nature walk	
Wetlands	
Houghton Park	
Senior center	
Skate park	
Bikes	
Kids program at Coolidge Park	
Coolidge Triangle Neighborhood monthly meetings—keep us informed and active in the community	
Beautiful trees	
What would you specifically like to change or improve in your corridor neighborhood?	
Need more west side parks	
Veteran's Park—large park but not well-utilized	
Air quality needs improving—405/710 area	
Lack of facilities (eg. Youth center or equipment loan for use at park). Rec. center—change equipment to challenge older children. Eg. Wood climbing structure, rock climbing (not a wall, just old-fashioned rocks); hills; play area	
No pedestrian/bike alternate transportation across the river	
Not enough thoroughfares to cross freeway and river esp. for Jordan students	
Keep graffiti off buildings	
Using park space for city facilities	
North town needs more businesses, major markets, banks	
North town—alley needs to be repaved	

Group Five	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●●●	Traffic noise and air pollution from 710, 405, Blue Line and railroad
●●●●●	Clean up homeless problem around river and corridor
●●●	Traffic light at Wardlow and Pacific
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Farmer's Market at 45 th and Atlantic	
Beautiful residential neighborhoods	
First Fridays on Atlantic	
What would you specifically like to change or improve in your corridor neighborhood?	
Increase off-street parking	
Citywide: Change code enforcement to be proactive	
Barren plot of land—west of Target at 405 and Atlantic	
Linden traffic too fast between San Antonio and 37 th	
Rundown business corridor on Atlantic in need of redevelopment	

Group Six	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●●	Control traffic at Pacific and Wardlow to San Antonio and Long Beach Blvd. (no turns at certain times)
●●●●●	Beautiful sign for entry into Los Cerritos Rancho”
●●●	Budget for long-term maintenance—are we wasting our time here?
●●	Sound wall with Ivy—noise of freeway
●●	Landscape the light rail and promise water
●●	Extended walkway on bike path that is safe for children
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Rancho Los Cerritos	
Atlantic Ave—patio dining	
Old trees	
Los Cerritos Elementary School	
People who care about their neighborhood	
Diverse architecture	
What would you specifically like to change or improve in your corridor neighborhood?	
Remove turnstiles at Los Cerritos Park	
Budget for long-term maintenance	
Control outside traffic at Wardlow and Pacific	
Clean up Wrigley Heights walking bridge	
Sound wall with ivy along the 405 freeway	
Los Cerritos Rancho sign	
Safe walkway/bikeway along LA River	
Traffic control at Long Beach Boulevard and San Antonio St.	

Group Seven	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
••	Mobility for wheel chairs: sidewalks are not wide enough obstacles such as lamp posts and trash cans block safe access
••	Walk indicators at street crossings are not adequate for the amount of vehicle traffic traveling along Atlantic and Del Amo.
••	Safety
•	More green spaces as well as open spaces are needed. Would like to see more environmental art.
•	Existing greenbelts are not maintained
•	Empty commercial properties suggest blight in the area
•	Illumination issues of pedestrian ways. Example on Atlantic near Del Amo below the railroad overpass. There is no lighting. Additionally at this location there is a problem with bird waste.
•	Vehicles park along main throughways and are left for days at a time. These include cars, trucks, boats and trailers. They also create safety issues for pedestrians.
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Pocket parks add green and serve as community gathering spaces	
What would you specifically like to change or improve in your corridor neighborhood?	
Use different material for paving. Walkways should be more appealing.	
Incorporate art into more areas ie. Park benches, street signs, even garbage cans	
More art at Scherer Park	
Parks for animals. Better enforcement of water, clean-up from dog owners	
More trees near the Alameda Corridor and the Port	
More trees along Blue Line	
More art at Wrigley Heights Park	
Use different materials for fencing besides chain link\	
Less banks along the business corridors	
Need more activities for kids during early evening hours	
More business along Atlantic corridor=	
More programs to bring seniors and kids together	
Need better facilities for younger children	
Set up "canvases" for public art (on areas such as large buildings) and encourage graffiti artists to use them. These can be rotated or wiped clean every few months for new works.	
More art along LA River	
Additional hours of operation at police station	
More pocket parks	
Utilize large empty commercial spaces as shelters for homeless	

Group Eight	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●●●●●	Repave and repair sidewalks and alleyways
●●●●●●●●	Improve safety access across bridges to schools (Del Amo/Sutter Academy) as well as Wardlow/Willow/PCH/Anaheim, etc.
●●●●	Improve Willow St. business corridor
●●●●	Line freeways with trees, soundwalls. Major streets also.
What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?	
Bixby Knolls business district	
Dana Brand library	
Wrigley marketplace	
Experienced involved community leadership in Wrigley	
Daisy Avenue tree lane	
Bike path along river	
Los Cerritos Elementary	
Rancho Los Cerritos	
Farmer's Market	
Committed and responsive police	
Aquarium of the Pacific	
What would you specifically like to change or improve in your corridor neighborhood?	
More positive focus on Jordan High School	
Improve bridge crossing to Sutter School	
More funding for women's sports	
Accelerate re-opening of Johnny Rebs	
Repave/repair sidewalk/alleys	
Improve fire station #12 at Long Beach Boulevard and Roosevelt	
Landscape light rail ROW	
Improve traffic crossing signals	
100 more police officers	
Improve Willow Bridge crossing and business corridor	
Improve water quality of harbor	
Improve Long Beach Transit	

COMMUNITY LIVABILITY PLAN
 Neighborhood Design Workshop #4
 August 29, 2007

GROUP QUESTIONS

OVERALL SUMMARY

● = each individual participant placed a sticker beside the issue they felt was most important or critical

Group One	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●	Air quality (from freeway traffic)
●●●	Freeway noise
●●	Preventing dumping/graffiti
●●	Green space/public space vs. commercial developments
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Coolidge Park Triangle area—tree-lined streets	
Houghton Park—nice, large park but freeway noise	
Home ownership—single family	
What would you specifically like to change or improve in your corridor neighborhood?	
Coolidge area—trim trees	
Create a dog park @ Deforest Park	
Alleys—dead space, invites graffiti	
Safer ways for kids to cross busy streets from school (Long Beach Blvd.)	
Add more barriers/trees along freeway	
Add a real supermarket	
Pedestrian crossing by Webster Elementary	
Add exercise stations in Silverado Park	
Welcome to Long Beach sign needed	
Exercise points	

Group Two	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●	Health issues-asthma
●●●	Air quality
●●●	Tree trimming
●●●	Stray animals and illegal trash dumping in alley
●●	Easy access to LA Riverbank
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Neighbors working together to inform each other of suspicious activities	
What would you specifically like to change or improve in your corridor neighborhood?	
Neighborhood watch	

Discarding furniture, trash
Tree trimming
Stray animals
Stray animals (10 th and Gale)
Lighting (20 th and Gale)—lighting too dim, crime issue
Tree trimming (20 th and Gale)
Need higher walls and sound walls for homes on freeway edge (20 th and Gale)
Need freeway greenery or pocket park and remove homes on freeway edge
Pocket park
Need air filters for homes that are on freeway edge

Group Three	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
•••	More trees (generally all Long Beach)
•••	Beautify Wardlow between Santa Fe and Magnolia (walk, trees, plants, flowers)
•••	Smooth streets (pot holes)
••	More lighting poles near bus stops
•	More trash cans (too much trash on the ground)
•	Neighborhood safety-burglary
•	Neighborhood parking (20 th and Gayle)
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Bike paths	
Parks	
Trees/plants	
Caltrans (get trash from freeways)	
Many quiet nights	
Keep few remaining large trees in Long Beach	
Shoreline Village	
The Pike	
Restaurants	
Trees are planted in the front yard in every house	
What would you specifically like to change or improve in your corridor neighborhood?	
More lights, trees, parkways, pedestrian lanes	
Beautify Wardlow between Pacific and Santa Fe	
Graffiti	
Plant trees along 103 corridor	
Police cars should patrol the area every three hours for safety reasons	
Too many people and too many cars per each residence	
Trash, pollution from trucks along 103 corridor	
Parks: tall grasses, trimming of trees, branches	

Group Four	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●	Trees and landscape (Arlington, Wrigley area, South Metro, Pacific Ave.)
●●●	Air quality-runoff
●●●	Safety (walkways, crossings, Metro)
●●●	Public art-more sculptures, mosaic, etc.
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Clean and caring neighbors	
What would you specifically like to change or improve in your corridor neighborhood?	
Air quality	
Missing street trees on Cedar Ave. and 32 nd	
More planting along light rail	
Traffic signals at Wardlow and Pacific	
No sidewalks on Wardlow Rd across freeway	
Need lights under overpass at Wardlow Rd.	

Group Five	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●	Parking space is sufficient
●●●	Quality of air (emissions from trucks)
●●●	Sheer lack of trees
●●●	Safety along riverbanks for bikers and pedestrians
●●	Wider sidewalks and bike paths
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Water on the river for recycling	
Bridges	
Underutilized space	
What would you specifically like to change or improve in your corridor neighborhood?	
Trucks, parking space near port	
Graffiti on overpasses	
Safety—law enforcement, visibility	
Need for more public libraries	
No major bookstores around	
Congested thoroughfares (Willow, PCH, Magnolia)	
No Walmart and big pharmacy—no big retail store	
Air/noise pollution (I-710)	
No farmer's market	
Spiritual services in the parks	
Lack of police substations	
New cultural center in Admiral Kidd Park	
Bridges can provide aesthetic opportunities	
Swimming pool expansions	

Group Six (translated from Spanish)	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
●●●●●●	Poor air quality
●●●●●●	More police patrol and no more bars in areas near homes, schools, hospitals and parks
●●●●●	Repair of curbs
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Washington School (Cedar and Pacific)	
Hospital	
What would you specifically like to change or improve in your corridor neighborhood?	
Request nurseries to donate new trees	
Take out old car from street (52 nd)	
Repair sidewalk, clean street	
Police, school	
Force all tenants and howeowners to clean and upkeep common areas	
New cultural center right next to Cabrillo High School (empty lot)	
Alley clean up, street maintenance (PCH and Anaheim)	
Crosswalk for kids near John Muir School	
Summer concerts and events for families—Cinco de Mayo celebrations, parades in all areas of Long Beach	
Closure of bars on Pacific and Pine	
Do not permit new bars on Anaheim and Long Beach Blvd.	
Increase police monitoring of gangs (PCH and Anaheim)	
Plant trees	
Outreach to substance abuse prevention programs to get involved in beautification projects	

Group Seven	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
••	More trees
••	Make (have) community meeting w/LBUSD regarding safety issues w/parks (homeless people) and schools surrounding neighborhood (w/children)
•	Trim our trees more often at the appropriate time of year
•	Parks that do what the neighborhood wants rather than what the City decrees
•	Code enforcement 24/7 (preventive enforcement)
•	Clean alleys on West side (especially between 33 rd and 34 th streets)
•	Remove truck exits on PCH and 710
•	Health and air quality (cancer causing particulates—result of ship-generated pollution and truck pollution. Particular matter know to cause short and long-term serious health consequence and premature death)
•	No I-710 expansion—any economic benefits more than offset by public health consideration (\$10 billion/year in LA basin)
•	On-dock rail—no rail boarding in neighborhood
•	Incorporate recommendations which accompanied I-170 expansion plan submitted to Gateway COG
•	No trucks on street
•	Lawns are being paved for parking
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Keep the palm trees on Golden	
Keep trees on 23 rd St.	
Police Department (west division)	
Green river south of Willow	
Single family homes—keep them, no higher density	
What would you specifically like to change or improve in your corridor neighborhood?	
Clean river frequently	
Trim trees appropriately	
Extend library hours	
Sweeper needed to sweep the street not run a race without using water	
Divert river water into the port	
Proximity to I-170 with trucks and freeway expansion	
Don't take down single-family homes because of 710 expansion	

Group Eight	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
•••••	Cultural awareness programs for African heritage and others
•••	Unpaved dirt alley (7 th Street)
••	Higher sound wall barrier (710 freeway)
••	Removal of junk cars from residential areas
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Keep existing trees	

What would you specifically like to change or improve in your corridor neighborhood?
Westside banking facility
Improve Silverado Park landscape and programs
June cars and trash removal
No lights on Canal and Spring
Unpaved alley (1252 W 27 th)
No cultural center—celebrate diversity
Mosquito and bug breeding in river @ Willow

Group Nine	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
•••••	Tree planting and landscaping—many different areas, as a buffer for freeway and for shade when kids walk to school
•••	Alley paving and cleaning
••	Bridges (safety)
••	Safety
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Good mixture of senior citizens and young families	
Safe neighborhood because there are no streets that go through	
Secluded neighborhood where people watch out for each other	
Good neighborhood and neighbors	
Our wonderful Japanese cultural center	
Great cultural diversity including restaurants	
A wonderful nursery and a flower vendor on Santa Fe	
Good variety of houses of worship	
What would you specifically like to change or improve in your corridor neighborhood?	
Loud neighborhoods	
Alleys being dark	
The schools are not enforcing strict rules	
Graffiti in alleys by 710 freeway	
Too close to the refineries and the intermodal facility—air pollution, noise pollution	
Not enough green areas	
Access to riverbed is inconvenient	
Borders the I-710, the 405 and the Terminal Island freeway	
Would be so nice to have a bank on this side of town even a credit union	

Group Ten	
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
	Beautification
	Recreation
	Health/Safety/Environment
What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?	
Single family homes—low density	
Pacific Ave. development project	
Wrigley Association	
Historic homes	
What would you specifically like to change or improve in your corridor neighborhood?	
Trees everywhere	
Riverlink project	
Public Art	
Enhanced gateways	
Landscaping along Blue Line	
Beautification of major thoroughfares	
Graffiti	
Entertainment and restaurant hub on Pacific	
Dog Park	
Farmer's Market	
Parking	
Air quality—refinery smell, noise pollution	
Safety—pedestrian	
Design freeway w/ purification system	
Solar power/lighting	
Vacate alleys	
Limit blowers (gardeners)	
Bike path—connection to LA River bike path to Pacific	
Amphitheatre	
Large trees in medians on broad streets	
Beautification	
Historic district	
Vacate alley (2900 block of Eucalyptus)	
Pedestrian safety	
Crime	
Public works unwillingness to not cut our mature trees and root prune instead of meander sidewalks	
Make streets more pedestrian-friendly rather than car-friendly	
Schools are disrespectful of residents	
Leaf blowers cause too much pollution	
Leaf blowers cause too much pollution	
Need more parking	
Homeless hang out along bike path and river	
Need a tile mural with landscaping (gateway viewed on Blue Line)	
Blighted landscape	
Willow St.—narrow sidewalks and no street trees	
Energy for City—install solar power along LA River	
Need a tree parkway south of Willow on Daisy	
Too many studies not enough action	

COMMUNITY LIVABILITY PLAN

The following table is a comprehensive list of ideas generated by Long Beach residents at a series of Neighborhood Design Workshops that were organized for the Long Beach Community Livability Plan. Four of these workshops were held at different locations within the plan study area during the month of August, 2007 (see map on following page). The primary goal of these workshops was to ask local residents a series of questions that would encourage people to talk about how they would like to see their neighborhoods improved. Meeting participants were divided into small groups so that people could be more candid about their own personal concerns in their neighborhood, as well as what specifically they would like to see improved. Each small group was asked the following three questions:

1. What livability issues most concern you in your corridor neighborhood (your ability to get around, safety, community services, physical conditions, health and air quality, cultural resources, open space, employment, etc.)?
2. What are the major assets or strengths in your corridor neighborhood (places, groups, services, environment, etc.)?
3. What would you specifically like to change or improve in your corridor neighborhood?

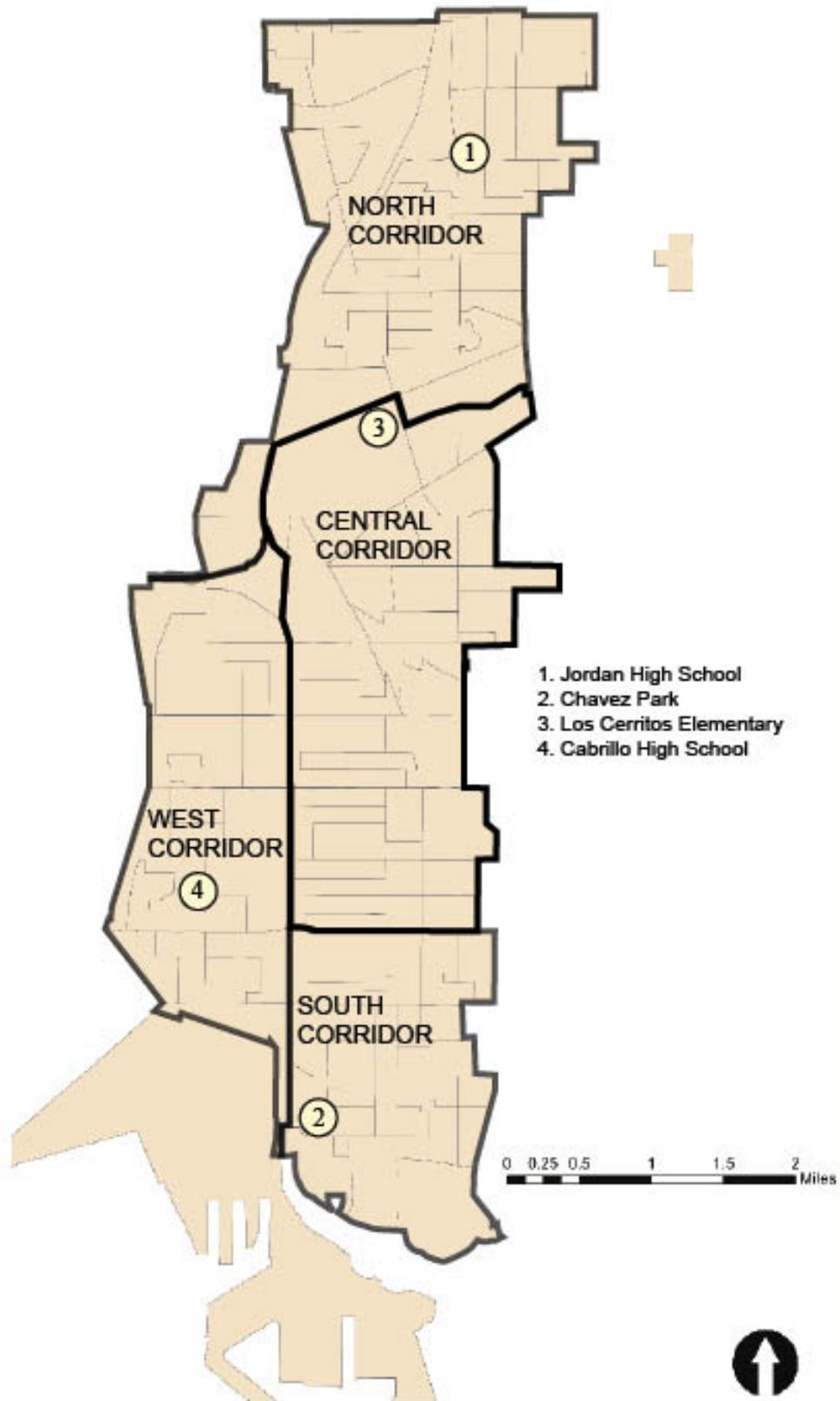
Meeting participants addressed the first question by talking amongst themselves in small groups and then writing their responses on large format sheets. At the end of a short discussion period, each small group then voted on their top three issues and reported these to everyone else at the workshop. The remaining two questions were addressed with large format maps of the study area and different colored post it notes. Using one color of post it note, small group members wrote what they believed are the major strengths in their neighborhood, and then placed the post it note on the map. A different color of post it note was used to address the specific changes or improvements that people would like to see. The overall result of this exercise was a series of large format maps with a variety of specific suggestions about where potential neighborhood improvements could take place.

In order to organize the workshop responses in a manner that would be useful for the overall development of the plan, the issues that people voted in question one were selected and then organized into thirteen categories that emerged. These categories include the following:

- 710 Freeway: Air Quality, Health and Noise
- Pedestrian and Bicycle Improvements
- Public Safety
- Trees and Streetscapes
- Parks, Greenbelts and Open Spaces
- Traffic and Parking
- Neighborhoods, Services, Facilities and Amenities
- Code Enforcement
- Streets and Alleys
- LA River Improvements
- Transportation and Goods Movement
- People, Groups and Organizations
- Uncategorized

After the priority issues were organized by category, the responses to questions two and three were also organized according by these categories. In the table below, the first question is listed as Concerns, while questions two and three are listed as Strengths and Changes respectively.

Finally, the comments were further organized into two separate tables. The first table is a list of comments that can be tied to specific locations within the study area. These comments helped the Community Livability Plan project team develop a set of maps and plans that show proposed improvements along the corridor and within specific neighborhoods. The second table is a list of more general comments that are not location specific. These comments were used to develop an additional set of improvements that could not be incorporated into the proposed maps and plans.



LOCATION SPECIFIC COMMENTS

710 FREEWAY: AIR QUALITY, HEALTH AND NOISE	
CONCERNS	
Air quality because of freeway	W1
Diesel exhaust—Long Beach and the port	W1
Freeway exit at 6 th Street—the noise from cars exiting the freeway ; the high speed of cars exiting the 6 th Street ramp (no one follows the speed limit and there is no police patrol to enforce the speed limit)	W2
Air quality—6 th Street exit, smell on 710 freeway, begins at Anaheim Street exit	W2
Air pollution/air quality along terminal island freeway and 710 freeway	W2
Air quality (710 freeway, buses)	W2
Air quality (from freeway traffic)	W4
Quality of air (emissions from trucks)	W4
Health and air quality (cancer causing particulates—result of ship-generated pollution and truck pollution. Particular matter know to cause short and long-term serious health consequence and premature death)	W4
Noise pollution (from expanded 710 freeway, just below Los Cerritos school)	W3
Traffic noise and air pollution from 710, 405, Blue Line and railroad	W3
Sound wall with Ivy—noise of freeway	W3
Line freeways with trees, soundwalls. Major streets also.	W3
Freeway noise	W4
Higher sound wall barrier (710 freeway)	W4
STRENGTHS	
Great frog tiles on freeway soundwall	W3
Caltrans (get trash from freeways)	W4
CHANGES	
Murals on freeway entrances and exits and bridges	W2
Don't take down single-family homes because of 710 expansion	W4
Design freeway w/ purification system	W4
Add trees/landscaping to freeway entrances and community. Replace damaged trees.	W1
Beautification along 91 and 710	W1
Change freeway entrances like 105 and Carson freeway entrance	W1
Construct I-710 on west side of river and expand Cesar Chavez Park to river	W2
Horrible air quality. Surrounded by refineries, freeways and intermodal facility transfer	W2
I-710 onramps—Ocean, 7 th , Anaheim, PCH. Close other ramps.	W2
Taller freeway wall	W2
710—reduce traffic, improve air quality, add sound walls	W3
Sound wall with ivy along the 405 freeway	W3
Air quality needs improving—405/710 area	W3
Need air filters for homes that are on freeway edge	W4
Trash, pollution from trucks along 103 corridor	W4
Air/noise pollution (I-710)	W4
Too close to the refineries and the intermodal facility—air pollution, noise pollution	W4
Air quality—refinery smell, noise pollution	W4
Add more barriers/trees along freeway	W4
Need freeway greenery or pocket park and remove homes on freeway edge	W4
Proximity to I-170 with trucks and freeway expansion	W4
PEDESTRIAN AND BICYCLE IMPROVEMENTS	
CONCERNS	
Bridge in Artesia walkway	W1
Overpass with design	W1
Enclosed pedestrian overpass with improved lighting and design	W2
Safer bridge and river crossings	W2

Third Street crossing guard near the entrance to the 710	W2
Crosswalks near the schools	W2
Better access to parks from neighbors west of freeway—pedestrian and bike access; bridges across freeway for pedestrians and bikes	W3
Extended walkway on bike path that is safe for children	W3
Illumination issues of pedestrian ways. Example on Atlantic near Del Amo below the railroad overpass. There is no lighting. Additionally at this location there is a problem with bird waste.	W3
Mobility for wheel chairs: sidewalks are not wide enough obstacles such as lamp posts and trash cans block safe access	W3
Walk indicators at street crossings are not adequate for the amount of vehicle traffic traveling along Atlantic and Del Amo.	W3
Improve safety access across bridges to schools (Del Amo/Sutter Academy) as well as Wardlow/Willow/PCH/Anaheim, etc.	W3
Bike paths	W4
Safety (walkways, crossings, Metro)	W4
Bridges (safety)	W4
STRENGTHS	
Bridges	W4
CHANGES	
Connected bikeways into neighborhood	W1
Good murals on over/under passes	W1
Mural on Butler underpass	W1
Street lights out on Long Beach Blvd. (Market and Del Amo north of Artesia)	W1
Pedestrian crossing on Butler and Artesia bridge is dangerous	W1
Bridge needed between Cesar Chavez school and park	W1
Chavez, Edison—safe crossing for students	W2
Better lighting, esp. Wardlow	W2
Replace and expand bridge with 1/8 mile span grade. Separation bridge Golden to East St.	W2
Add street lighting on Pacific Coast Highway, Magnolia and 4 th Street	W2
More safety, pedestrian crossing for students on Pacific Coast Highway	W2
Pedestrian crosswalk near Cesar Chavez Park	W2
Cabrillo High School students walking down PCH through the bridge to get to school because of lack of buses	W2
Safer ways for kids to cross busy streets from school (Long Beach Blvd.)	W2
Sidewalks needed around school	W3
Change pedestrian walkway over freeway—lights, safety	W3
Remove turnstiles at Los Cerritos Park-pedestrian bridge	W3
Clean up Wrigley Heights walking bridge	W3
Improve bridge crossing to Sutter School	W3
Improve Willow Bridge crossing and business corridor	W3
Bridges can provide aesthetic opportunities	W4
No sidewalks on Wardlow Rd across freeway	W4
Willow St.—narrow sidewalks and no street trees	W4
Pedestrian crossing by Webster Elementary	W4
Crosswalk for kids near John Muir School	W4
Lighting (20 th and Gale)—lighting too dim, crime issue	W4
Need lights under overpass at Wardlow Rd.	W4
No lights on Canal and Spring	W4
Not enough thoroughfares to cross freeway and river esp. for Jordan students	W4
PUBLIC SAFETY	
CONCERNS	
More lighting poles near bus stops	W4
STRENGTHS	
Police Department (west division)	W4

CHANGES	
School security @ Jordan High School	W1
Chavez Park area is dangerous for pedestrians	W1
Increase police monitoring of gangs (PCH and Anaheim)	W4
TREES AND STREETSCAPES	
CONCERNS	
South Street opportunity for green corridor/pedestrian environment	W1
Median and trees on Long Beach Boulevard and other corridors	W1
Green space/trees on Chester and Loma Vista as entryway to new Drake Park/Riverlink	W2
Improve Willow St. business corridor	W3
Trees and landscape (Arlington, Wrigley area, South Metro, Pacific Ave.)	W4
Tree planting and landscaping—many different areas, as a buffer for freeway and for shade when kids walk to school	W4
Beautify Wardlow between Santa Fe and Magnolia (walk, trees, plants, flowers)	W4
STRENGTHS	
California St.—Chinese Elms	W1
Pocket Park beautification with trees	W2
Trees on Easy. 55 years old. Only one block. Taper to Cameron.	W2
San Antonio—green median is great	W3
Coolidge Park Triangle area—tree-lined streets	W4
Keep the palm trees on Golden	W4
Keep trees on 23 rd St.	W4
CHANGES	
More trees/landscaping along freeway	W1
Better landscaping on Atlantic all along Cherry, Artesia	W1
Trees have been planted on Santa Fe but not watered. They are dry.	W2
More shade trees on 4 th and Magnolia	W2
More trees near the Alameda Corridor and the Port	W3
Coolidge area—trim trees	W3
Tree trimming (20 th and Gale)	W4
Beautification of major thoroughfares	W4
Large trees in medians on broad streets	W4
Plant trees along 103 corridor	W4
Missing street trees on Cedar Ave. and 32 nd	W4
Beautify Wardlow between Pacific and Santa Fe	W4
PARKS, GREENBELTS AND OPEN SPACES	
CONCERNS	
Increased green zones	W3
Youth centers—utilization of Los Cerritos Park	W3
STRENGTHS	
Shoreline Park	W1
Deforest Park—green space and walking path	W1
Deforest Park	W1
Parks, what little there is	W1
Houghton Park	W1
Skate park	W1
Bicycle trail and horse trail	W1
Memories of Houghton Park the way it used to be	W1
Parks and Rec.—movie night, offering piñatas every 3 rd Saturday at the park between Pacific and Pine on 14 th St.	W2
Cesar Chavez Park	W2
Veteran's Memorial Park	W2

Must keep Silverado Park	W2
Cesar Chavez Park	W2
Maintain Cesar Chavez Park better. Remove homeless, fix sprinklers, more activities for adults	W2
Cesar Chavez Park location	W2
Steps have been taken to enlarge Admiral Kidd Park. Beautification of medium strip on Santa Fe Ave.	W2
Del Mar—community started nature walk	W3
Los Cerritos Park	W3
Rancho Los Cerritos golf course—good asset	W3
Houghton Park	W3
Daisy Avenue tree lane	W3
Houghton Park—nice, large park but freeway noise	W3
New cultural center in Admiral Kidd Park	W4
Improve Silverado Park landscape and programs	W4
CHANGES	
South and Atlantic—open area, park and swimming pool	W1
Recreation activities—Jordan pool? Public access	W1
Park maintenance at Coolidge—water fountains and removal of trees	W1
Coolidge Park—employees should provide better services and supervision for children	W1
Nature trail at Deforest Park is dangerous	W1
Dog park in Scherer Park	W1
14 th St. Park	W1
Wall on north side of Coolidge Park is too low and kids jump over	W1
Using area under power lines for soccer fields, youth sports	W1
Caltrans area east of Coachella Avenue—no greenery	W1
Open space around Villa Park	W1
Opportunity to expand Deforest Park nature trail	W1
Restore original building at Houghton Park	W1
Barnett Elementary can be a park during when school is not in attendance	W2
Cesar Chavez rec. center—cleaning, better maintenance, pool and after school activities, water fountains, adult/mother aerobics	W2
Make all vacant land next to river a park with trees and lawn	W2
Open space connection to new library	W2
Washington Middle School area. We need the big park. The children around this area really need to be off the streets.	W2
Improve homelessness @ Lincoln Park	W3
Create a dog park @ Deforest Park	W3
More art at Scherer Park	W3
More art at Wrigley Heights Park	W3
Rancho Los Cerritos and Los Cerritos Park	W3
Enlarge Los Cerritos Park	W3
Los Cerritos Park	W3
Need more west side parks	W3
Veteran's Park—large park but not well-utilized	W3
Add exercise stations in Silverado Park	W4
Need a tree parkway south of Willow on Daisy	W4
TRAFFIC AND PARKING	
CONCERNS	
Control traffic at Pacific and Wardlow to San Antonio and Long Beach Blvd. (no turns at certain times)	W3
69 th Way and Butler—speed bumps or other means to slow traffic	W3
Traffic light at Wardlow and Pacific	W3
Neighborhood parking (20 th and Gayle)	W4
STRENGTHS	

CHANGES	
Parking enforcement—Morningside and Long Beach Blvd. north of Del Amo	W1
Need to put speed bumps on 53 rd St. riverbed to Long Beach Blvd. or make 53 rd St. and Pacific Ave. a four-way stop	W1
Traffic at Colin Powell Academy is unsafe for kids	W1
Truck traffic on Victoria and Long Beach Blvd. unsafe	W1
Light signal @ 5 th and Magnolia	W2
Slow 6 th Street exit, reduce traffic	W2
Remove fence west of Veteran's Park so you can park	W2
Noise and speeding of cars—Delta Street calming	W2
Poor parking @ the Pike	W3
Need more parking on Atlantic Ave. in Bixby Knolls	W3
Linden traffic too fast between San Antonio and 37 th	W3
Control outside traffic at Wardlow and Pacific	W3
Traffic control at Long Beach Boulevard and San Antonio St.	W3
Congested thoroughfares (Willow, PCH, Magnolia)	W4
Traffic signals at Wardlow and Pacific	W4
Trucks, parking space near port	W4
NEIGHBORHOOD SERVICES, FACILITIES AND AMENITIES	
CONCERNS	
Supermarket (around Atlantic/Harding)	W1
Beautiful sign for entry into Los Cerritos Rancho	W3
STRENGTHS	
Main library	W1
Dooley's Elementary	W1
Plans for development of Atlantic Ave.	W1
CVS Pharmacy	W1
Jordan High School	W1
Senior center at Houghton	W1
YMCA Boys and Girls Club	W1
North branch library	W1
Preservation of historic homes—Wilmore District	W2
Mobile recreation trucks during summer. 17 th , Chestnut and Cedar.	W2
First Fridays on Atlantic	W3
Atlantic Ave—patio dining	W3
Bixby Knolls business district	W3
Wrigley marketplace	W3
Rancho Los Cerritos	W3
Virginia Country Club	W3
Library—good local resource	W3
Oakwood School	W3
Pacific Hospital	W3
Memorial Hospital	W3
Los Cerritos Rancho	W3
St. Mary Hospital	W3
Poly High School	W3
North Division police	W3
Practice golf, learning center	W3
Los Cerritos School—meeting place	W3
Farmer's Market at 45 th and Atlantic	W3
Los Cerritos Elementary School	W3
Los Cerritos Elementary	W3
Rancho Los Cerritos	W3
Dana Brand library	W3
A wonderful nursery and a flower vendor on Santa Fe	W4
Pacific Ave. development project	W4

Washington School (Cedar and Pacific)	W4
CHANGES	
New fire station at Artesia and Orange	W1
Need crossing guard at Barclay	W1
No supermarket in North Long Beach	W1
No major supermarket (Atlantic/Harding or Atlantic/South)	W1
City Hall ignores North Long Beach (north of Del Amo)	W1
Community center in old theatre hasn't happened (South and Atlantic)	W1
Clean up business corridors on Artesia Boulevard	W1
Enhance commercial area along Atlantic Blvd.	W1
Smoke shops on 5 th /Cedar—get rid of them near schools. Smoke shops should not be near school	W2
Homeless housing near Blue Line where homeless get off train at 1AM	W2
Improve fire station #12 at Long Beach Boulevard and Roosevelt	W3
Kids program at Coolidge Park	W3
The Pike—more interesting stores, retail, boutiques	W2
More positive focus on Jordan High School	W3
Accelerate re-opening of Johnny Rebs	W3
Barren plot of land—west of Target at 405 and Atlantic	W3
Rundown business corridor on Atlantic in need of redevelopment	W3
Los Cerritos Rancho sign	W3
More business along Atlantic corridor	W3
New cultural center right next to Cabrillo High School (empty lot)	W4
Closure of bars on Pacific and Pine	W4
Entertainment and restaurant hub on Pacific	W4
Westside banking facility	W4
Do not permit new bars on Anaheim and Long Beach Blvd.	W4
CODE ENFORCEMENT	
CONCERNS	
STRENGTHS	
CHANGES	
People living in garages in Deforest Park area and others	W1
STREETS AND ALLEYS	
CONCERNS	
Alleys must be paved—dust, air pollution; downtown alley between 3 rd and 11 th streets	W2
Stray animals (10 th and Gale)	W4
Take out old car from street (52 nd)	W4
Graffiti in alleys by 710 freeway	W4
Clean alleys on West side (especially between 33 rd and 34 th streets)	W4
Unpaved dirt alley (7 th Street)	W4
STRENGTHS	
Long Beach Blvd. on-ramp paved	W1
CHANGES	
Conditions on Butler Ave. (potholes)	W1
Street sweeping—Main St., boulevards	W1
Unpaved dirt alley on 27 th St.	W2
Repair alley between 3 rd and 4 th between Chestnut and Magnolia	W2
Condition of streets (Cameron and Easy)	W2
North town—alley needs to be repaved	W3
Alley clean up, street maintenance (PCH and Anaheim)	W4
Unpaved alley (1252 W 27 th)	W4
Vacate alley (2900 block of Eucalyptus)	W4

LA RIVER IMPROVEMENTS	
CONCERNS	
Address stagnant water within flood control channel	W2
The Riverlink Plan	W3
Homeless along river bank and under overpasses	W3
Dirt bikes in riverbed north of the 405 along the Blue Line	W3
Clean up homeless problem around river and corridor	W3
Easy access to LA Riverbank	W4
STRENGTHS	
Bike access to riverbed	W2
River bike path	W2
Wetlands	W3
Los Angeles River bike path	W3
Bike path along river	W3
Green river south of Willow	W4
CHANGES	
Need trees in river bike trail	W1
Higher river buffer on Artesia bridge for safety	W1
Attention to and follow-through on habitat/running trails along the Los Angeles River	W3
Trash barrier near Port/Ocean Blvd. overflows during storm—clean up upstream	W3
Bike trail to beach	W3
No pedestrian/bike alternate transportation across the river	W3
Safe walkway/bikeway along LA River	W3
Riverlink project	W4
Bike path—connection to LA River bike path to Pacific	W4
TRANSPORTATION AND GOODS MOVEMENT	
CONCERNS	
Grade separation/bridge over I-710, 1/8 mile span (Del Amo over Alameda Corridor)	W2
Landscape the MTA right-of-way from the LA River crossing to Willow Street, as promised by the County Transportation Commission (the forerunner to the current MTA)	W3
Landscape the light rail and promise water	W3
Remove truck exits on PCH and 710	W4
STRENGTHS	
Public transportation main corridors	W1
Blue Line and Long Beach transit	W2
Buses—connection to MTA is great (Delta and Wardlow)	W2
Wardlow Station rail	W3
CHANGES	
Lack of parking at Blue Line station (Del Amo)	W1
No grass next to Caltrans, all dirt (north Long Beach near Edison right-of-way)	W1
Bus line on Atlantic Ave. (frequent service)	W1
Not enough parking at Del Amo station	W2
Bus on Delta (residential street)	W2
Bus goes down a narrow street (Delta)	W2
Diversified transportation on Golden/6 th St.—get rid of the ongoing noise from the vans and repair of vehicles behind Edison Elementary	W2
Rails not to be switched behind our schools. Should happen in port.	W2
More port containers by rail along Alameda Corridor	W3
Improve aesthetic of 405 freeway over Pacific Ave.	W3
Metro Blue Line—sound wall and drought-tolerant plants	W3
More trees along Blue Line	W3
Landscape light rail ROW	W3

Landscaping along Blue Line	W4
Need a tile mural with landscaping (gateway viewed on Blue Line)	W4
Borders the I-710, the 405 and the Terminal Island freeway	W4
Need higher walls and sound walls for homes on freeway edge (20 th and Gale)	W4
More planting along light rail	W4
PEOPLE, GROUPS AND ORGANIZATIONS	
CONCERNS	
STRENGTHS	
Petroleum Club	W3
Long Beach Municipal Band	W3
Coolidge Triangle Neighborhood monthly meetings—keep us informed and active in the community	W3
Experienced involved community leadership in Wrigley	W3
Wrigley Association	W4
CHANGES	
Advertisement of meetings of West Long Beach Association	W4
UNCATEGORIZED	
STRENGTHS	
CSULB—adds academic environment to Long Beach	W3
Long Beach Grand Prix races	W3
PAL Campus	W3
Long Beach Aquarium—great educational outlet	W3
Aqua Bus water taxi—fun transportation option	W3
Aquarium of the Pacific	W4
Shoreline Village	W4
The Pike	W4
CHANGES	
Lime Street business residential areas	W1

NON LOCATION SPECIFIC COMMENTS

710 FREEWAY: AIR QUALITY, HEALTH AND NOISE	
CONCERNS	
Air quality	W2
Air pollution	W3
Air quality	W3
Air quality	W3
Air quality	W4
Air quality-runoff	W4
Poor air quality	W4
Health issues-asthma	W4
Incorporate recommendations which accompanied I-170 expansion plan submitted to Gateway COG	W4
No I-710 expansion—any economic benefits more than offset by public health consideration (\$10 billion/year in LA basin)	W4
STRENGTHS	
CHANGES	
Too many factories, too much noise and pollution	W1
Air quality	W2
Air quality	W4
PEDESTRIAN AND BICYCLE IMPROVEMENTS	
CONCERNS	
Safety for pedestrian crossing at major streets (not enough time)	W1
Sidewalks need repair	W1
Sidewalk repair	W1
Lighting for pedestrians	W1
Pedestrian-friendly sidewalks	W2
Fix and maintain sidewalks—fix whole street, new method of repairing parking problems	W2
Repave and repair sidewalks and alleyways	W3
Bikes	W3
Wider sidewalks and bike paths	W4
STRENGTHS	
CHANGES	
More walkable environment	W1
Pedestrian lighting everywhere	W1
Street lighting improvements	W1
Connect the communities together	W2
Safety (pedestrian)	W4
Pedestrian safety	W4
Repair sidewalk, clean street	W4
Make streets more pedestrian-friendly rather than car-friendly	W4
Pedestrian safety	W4
PUBLIC SAFETY	
CONCERNS	
Lighting issue—parks and streets	W1
Make the schools safer	W1
Gang issues—need activities for 12-22 range and adults	W1
Safety—sex offenders, night (walking)	W1
More residential/community police patrol	W2
Community is safe. Only 3 entrances. It's in the shape of a circle. No through traffic.	W2

January 31, 2008

11

Higher security and community alerts when people in the Megan's Law program move into the neighborhood	W2
Safety—loitering, lighting on streets, police patrol	W2
Students walk on congested sidewalks—not enough buses	W2
Crime on the border	W3
Safety	W3
Transients use the railroad corridor as throughway. Trees along the rail lines are falling and creation hazardous conditions.	W3
Neighborhood safety-burglary	W4
More police patrol and no more bars in areas near homes, schools, hospitals and parks	W4
Make (have) community meeting w/LBUSD regarding safety issues w/parks (homeless people) and schools surrounding neighborhood (w/children)	W4
Safety	W4
STRENGTHS	
Responsive police	W1
Noticed increased police patrol	W2
Neighborhood clean up, graffiti removal	W2
Safe neighborhood because there are no streets that go through	W4
Neighbors working together to inform each other of suspicious activities	W4
CHANGES	
Drugs prevalent	W1
Sex offenders live in the neighborhood	W1
Crime increase	W1
Gangs and tagging	W1
No enforcement of fireworks	W1
More police in all public areas	W3
100 more police per Bob Foster's promise	W3
Reduce crime	W3
Safety: Barangi system	W3
Neighborhood watch	W4
Police cars should patrol the area every three hours for safety reasons	W4
Police, school	W4
Safety—law enforcement, visibility	W4
Lack of police substations	W4
Crime	W4
TREES AND STREETSCAPES	
CONCERNS	
More street trees	W1
Trees and maintenance	W1
Trees are being cut/destroyed by people in neighborhood—replace all trees that are cut or damaged	W1
Tree trimming	W1
Trim our trees more often at the appropriate time of year	W4
More trees (generally all Long Beach)	W4
Sheer lack of trees	W4
More trees	W4
Tree trimming	W4
STRENGTHS	
Old trees	W3
Beautiful trees	W3
Trees are planted in the front yard in every house	W4
Keep few remaining large trees in Long Beach	W4
Trees/plants	W4

CHANGES	
More street tree planting	W1
Trees, trees and more trees	W1
Lack of trees	W1
Condition of streets—trim trees	W1
Maintenance of medians and parkways (eg. watering)	W1
Use different material for paving. Walkways should be more appealing.	W3
Plant trees	W4
Keep existing trees	W4
Trees everywhere	W4
Welcome to Long Beach sign needed	W4
More lights, trees, parkways, pedestrian lanes	W4
Trim trees appropriately	W4
Request nurseries to donate new trees	W4
Blighted landscape	W4
Public Works' unwillingness to not cut our mature trees and root prune instead of meander sidewalks	W4
Tree trimming	W4
PARKS, GREENBELTS AND OPEN SPACES	
CONCERNS	
Parks (more and better parks)	W1
More maintenance of Coolidge Park	W1
More and better-maintained open spaces	W1
More parks—sports, for kids, after school programs, cover river and make entertainment facilities	W1
Lack of open spaces. Parks are too small and not enough of them (need lots of trees)	W2
Community pride—band concerts at Cesar Chavez and Drake just like other parks	W2
More park rangers	W3
Existing greenbelts are not maintained	W3
More green spaces as well as open spaces are needed. Would like to see more environmental art.	W3
Green space/public space vs. commercial developments	W4
Parks that do what the neighborhood wants rather than what the City decrees	W4
STRENGTHS	
Skate park	W3
Pocket parks add green and serve as community gathering spaces	W3
Parks	W4
CHANGES	
Lack of green space	W1
Not necessarily playground equipment, but places to play	W1
More soccer, baseball and football fields	W1
Preserve and restore park	W1
Recreation center with pool and gym	W1
Public pool	W1
Lack of maintenance of public property (eg. Houghton Park or other parks)	W1
No pool in our area for children to learn how to swim. Not even at Cabrillo.	W2
Using park space for city facilities	W3
More pocket parks	W3
Parks for animals. Better enforcement of water, clean-up from dog owners	W3
Lack of facilities (eg. Youth center or equipment loan for use at park). Rec. center—change equipment to challenge older children. Eg. Wood climbing structure, rock climbing (not a wall, just old-fashioned rocks); hills; play area	W3
Pocket park	W4
Parks: tall grasses, trimming of trees, branches	W4
Not enough green areas	W4
Spiritual services in the parks	W4

Exercise points	W4
Swimming pool expansions	W4
Dog Park	W4
TRAFFIC AND PARKING CONCERNS	
Parking enforcement near intersection	W1
Parking for trailers, boats and RVs	W1
Traffic-calming	W1
Traffic calming	W2
Move four-way stop signs and speed bumps near parks and schools	W2
Vehicles park along main throughways and are left for days at a time. These include cars, trucks, boats and trailers. They also create safety issues for pedestrians.	W3
Parking space is sufficient	W4
No trucks on street	W4
STRENGTHS	
CHANGES	
Illegal truck parking, work trucks, etc.	W1
Speed bumps, speed limit signs, post speed limits	W1
No through traffic	W1
Overcrowded housing and parking shortage	W1
Make residential driveways	W1
Former city parking plan never got implemented	W1
Speeding along Long Beach Blvd.	W1
Increase off-street parking	W3
Improve traffic crossing signals	W3
Need more parking	W4
Parking	W4
NEIGHBORHOOD SERVICES, FACILITIES AND AMENITIES CONCERNS	
Library	W1
Supermarket	W1
Community resources—after school activities	W1
More after school programs for kids	W2
Budget for long-term maintenance—are we wasting our time here?	W3
Repeal Landerman Petris Act to provide housing and care for mentally challenged people—a serious health issue	W3
Cultural awareness programs for African heritage and others	W4
Public art—more sculptures, mosaic, etc.	W4
STRENGTHS	
Plans for corridor development	W1
Better schools like Lakewood High School	W1
Residential neighborhoods	W1
Fire protection	W1
Police protection	W1
Convenience to local businesses (grocery, banks, restaurants)	W1
Vibrant multicultural area. Wide range of ethnic eateries and also various worshipping places.	W2
Diverse architecture	W3
Good secondary hospital option	W3
Farmer's Market	W3
Beautiful residential neighborhoods	W3
Senior center	W3
Committed and responsive police	W3
Hospital	W4

Single family homes—low density	W4
Restaurants	W4
Secluded neighborhood where people watch out for each other	W4
Good neighborhood and neighbors	W4
Underutilized space	W4
Our wonderful Japanese cultural center	W4
Historic Homes	W4
Home ownership—single family	W4
Good variety of houses of worship	W4
CHANGES	
Add Library and police station	W1
The “step child of Long Beach”	W1
Community lacks department stores, food stores	W1
Need supermarkets	W1
Lack of youth activities	W1
Boys and Girls Club—hours need to increase	W1
More youth activities	W1
Open all public schools to after-school activities	W1
Decent public library within walking distance	W1
New stores—coffee shop, better quality businesses, computer store, bagel shop, record store, bookstore restaurant	W1
Too much fast food—no nice restaurants	W1
No place in the community that’s free—everything costs money	W1
Greater response by City officials	W1
Less vagrancy and street cleaning	W2
Youth programs to keep them off the streets	W2
North town needs more businesses, major markets, banks	W3
More programs to bring seniors and kids together	W3
Need better facilities for younger children	W3
Need more activities for kids during early evening hours	W3
Budget for long-term maintenance	W3
More funding for women’s sports	W3
100 more police officers	W3
No services in the area	W3
Incorporate art into more areas ie. Park benches, street signs, even garbage cans	W3
Less banks along the business corridors	W3
Set up “canvases” for public art (on areas such as large buildings) and encourage graffiti artists to use them. These can be rotated or wiped clean every few months for new works.	W3
Additional hours of operation at police station	W3
Utilize large empty commercial spaces as shelters for homeless	W3
Enhanced gateways	W4
Single family homes—keep them, no higher density	W4
Need for more public libraries	W4
No major bookstores around	W4
No farmer’s market	W4
No Walmart and big pharmacy—no big retail store	W4
Outreach to substance abuse prevention programs to get involved in beautification projects	W4
Extend library hours	W4
Public Art	W4
Loud neighborhoods	W4
Limit blowers (gardeners)	W4
Amphitheatre	W4
Beautification	W4
Leaf blowers cause too much pollution	W4
Solar power/lighting	W4
Historic district	W4
Add a real supermarket	W4

Summer concerts and events for families—Cinco de Mayo celebrations, parades in all areas of Long Beach	W4
No cultural center—celebrate diversity	W4
Would be so nice to have a bank on this side of town even a credit union	W4
Farmer's Market	W4
CODE ENFORCEMENT CONCERNS	
Repair vandalism of public property	W1
Trash—neighborhood cleanup	W1
Graffiti removal	W1
Empty commercial properties suggest blight in the area	W3
Code enforcement 24/7 (preventive enforcement)	W4
Preventing dumping/graffiti	W4
More trash cans (too much trash on the ground)	W4
Stray animals and illegal trash dumping in alley	W4
Lawns are being paved for parking	W4
Removal of junk cars from residential areas	W4
STRENGTHS	
People take care of their property	W1
CHANGES	
Absentee landlords	W1
Litter removal	W1
Remove graffiti	W1
Keep graffiti off buildings	W3
Citywide: Change code enforcement to be proactive	W3
Discarding furniture, trash	W4
Graffiti	W4
Graffiti on overpasses	W4
Stray animals	W4
Too many people and too many cars per each residence	W4
Force all tenants and howeowners to clean and upkeep common areas	W4
Graffiti	W4
Junk cars and trash removal	W4
STREETS AND ALLEYS CONCERNS	
Streets—fill pot holes	W1
Street repair (spot patching)	W1
Pot holes and street improvements—too narrow, construction done at wrong time	W1
Poor condition of alleys and sidewalks	W2
Smooth streets (pot holes)	W4
Repair of curbs	W4
Alley paving and cleaning	W4
STRENGTHS	
Street-cleaning services on alleys—none currently	W1
Quiet Streets	W3
CHANGES	
Street beautification	W1
Poor street maintenance	W1
Add lighting to and clean up alleys	W2
Repave/repair sidewalk/alleys	W3
Alleys—dead space, invites graffiti	W4
Sweeper needed to sweep the street not run a race without using water	W4

Alleys being dark	W4
Vacate alleys	W4
LA RIVER IMPROVEMENTS	
CONCERNS	
Bathrooms along the riverbeds and bicycle trails for environmental and health issues	W2
Need to educate residents about keeping storm drains clear and not littering on public spaces (including streets)	W2
Safety along Riverbanks for bikers and pedestrians	W4
STRENGTHS	
Spreading basins in river	W1
Water on the river for recycling	W4
CHANGES	
River is isolated and unsafe	W1
Trees along the river should be indigenous to California	W1
Exit along riverbed for bikes	W2
Better use and access to LA River	W2
Bathrooms along river	W2
Accommodate the homeless along the river	W2
Access to drinking water along river bike path	W2
Clean up stagnant water, river walk, safety	W2
Tree-planting along the River	W3
Access to riverbed is inconvenient	W4
Plant native trees that grow to a height of 50' tall along river	W3
More art along LA River	W3
Mosquito and bug breeding in river @ Willow	W4
Clean river frequently	W4
Divert river water into the port	W4
Energy for City—install solar power along LA River	W4
Homeless hang out along bike path and river	W4
TRANSPORTATION AND GOODS MOVEMENT	
CONCERNS	
Transportation of goods from Port on silent, green magnetic levitation rail train—silent, pollution-free, 300 miles, \$50 million per mile	W2
Trains instead of trucks for containers	W3
Program to green locomotives—Union Pacific and Santa Fe companies to and from port	W3
On-dock rail—no rail boarding in neighborhood	W4
STRENGTHS	
Transit system (Passport)	W2
Public transportation access	W1
Thank you for Passport system—buses are pollution through cleaner gas	W2
CHANGES	
Round-the-clock public transportation	W1
Public transit lacking	W1
Public transportation	W1
Public transit neighborhood access	W1
Improve Long Beach Transit	W3
PEOPLE, GROUPS AND ORGANIZATIONS	
CONCERNS	
STRENGTHS	
Community organizations	W1

The People	W1
Some areas have neighborhood groups	W1
Stable population and hardworking families. Some families are three generational homeowners	W2
People who care about their neighborhood	W3
Good mixture of senior citizens and young families	W4
Great cultural diversity including restaurants	W4
Clean and caring neighbors	W4
CHANGES	
Lack of partnership	W1
Lack of community participation	W1
Schools are disrespectful of residents	W4
UNCATEGORIZED	
STRENGTHS	
Affordability of community	W1
Good restaurant options downtown	W3
Many quiet nights	W4
CHANGES	
Distance from downtown	W1
Access to restrooms after school	W2
Napkins, soap for all schools	W2
Rent control policy	W2
Use different materials for fencing besides chain link	W3
Improve water quality of harbor	W3
The schools are not enforcing strict rules	W4
Too many studies not enough action	W4

COMMUNITY LIVABILITY PLAN

Design Review Workshop #1

November 28, 2007

What are the three most important projects listed on the Neighborhood Improvements Map?	
Bridges/Overpass improvements	•
I-710 Freeway Corridor (soundwalls/tree buffers, air quality, noise)	•
Trees and Streetscape Improvements	•
Anaheim Streetscape (40)	•
Broadway and Third Traffic Calming (44)	•
Parks, Greenbelts and Open Spaces Improvements	•
Have we left anything out that should be included on either the Neighborhood Improvements or the Corridor Improvements maps? Please explain.	
Improvements to bridges on 6 th and 7th	
More green areas	
A community center on 14 th St. Park that includes fitness equipment	
More street lighting	
Cleaner streets	
We need more safety in the 3 rd St. by the entrance to the freeway (710). We are thinking a bridge or crossing guard to be able to cross the street especially for our children from Cesar Chavez Park to Cesar Chavez School	
More light on the alley and better pavement on alleys	
More light on Broadway by the freeway	
We need a pedestrian bridge at Broadway and Third (translated from Spanish)	
We also need a crossing guard to help kids cross the street (translated from Spanish)	
More street lighting (translated from Spanish)	
We would like to have a bridge because we are worried about the safety of our children, because there is a lot of traffic and cars travel very fast and we don't want to see any accidents (translated from Spanish)	
We need a bridge at Broadway and Third (translated from Spanish)	
We also need a crossing guard to help kids cross the street (translated from Spanish)	
More street lighting (translated from Spanish)	
A cleaner city (translated from Spanish)	
Clean streets and alleys (translated from Spanish)	
Please fix the streets because there are many that need repair because the city only fixes the ones downtown (translated from Spanish)	

1/11/2008

COMMUNITY LIVABILITY PLAN

Design Review Workshop #2

December 5, 2007

What are the three most important projects listed on the Neighborhood Improvements Map?	
Atlantic Ave. Streetscape (#5)	••
Artesia Blvd. improvements (#3)	••••
North Long Beach Tree Buffer (#4)	•
Parks, Greenbelts and Open Spaces Improvements	••••
I-710 Freeway Corridor (soundwalls/tree buffers, air quality, noise)	••••••••
Trees and Streetscape Improvements	••
Wrigley Heights Pedestrian Bridge (#24)	•
LA River Bike Path Improvements	•••
Pedestrian and Bicycle Improvements	•••••
Atlantic St. North Village (#9)	•
Dominguez Gap Wetlands Connector (#11)	•
Union Pacific Landscaping (#13)	••
Parks, Greenbelts and Open Spaces	•
Livable schools	•
Dominguez Gap Wetlands	••
Wrigley Heights Park North (#19)	••
Pacific Ave. Streetscape (#20)	•
Metro Blue Line Landscaping (#27)	•
Riverlink projects	•••
Bridges/Overpass improvements	•
Los Cerritos/Del Mar Walking Trail (#18)	•
Have we left anything out that should be included on either the Neighborhood Improvements or the Corridor Improvements maps? Please explain.	
When will funding be available?	
Traffic on Artesia moves 45-50 mph most of the time. When 91 freeway backs up, Artesia is used as an alternate route. You want to risk lives of our citizens sharing the street with that kind of traffic? Not a good idea!	
Tree buffer is only on west side of I-710 but is needed also on east side in vicinity of Jordan High and Houghton Park	
Houghton Park is a filthy mess—the City needs to clean up/restore existing resources before starting new projects	
Houghton Skate Park needs to be cleaned up or closed	
Flood control to encourage walking and bicycling. No access on Artesia Boulevard!	
They should turn on the lights from the parks	
The County and City property along the Blue Line from San Antonio North is drying out and going to waste—City turned off the water	
Cooperation between County and City	
Del Mar entrance to bike path was recently locked and blocked after 40 years	
Police presence on the bike trail	
Pacific Ave. between Country Club and Wardlow—close off to thru traffic during the day or speed bumps	
Del Mar St. access to bike trail	
More police presence on the bike trail to prevent crimes	
We need a dip or special speed bumps on San Antonio between Long Beach Blvd and Pacific	

1/11/2008

[One thing] you guys left out on Neighborhood Improvements is littering. North Long Beach has trash everywhere in the streets.
Del Amo Blvd. is being designated as a Ped/Bikeway but as it approaches the 710 it gets very dangerous. There are two freeway ramps there and a park-and-ride Blue Line Blue Line Station a little further down. There needs to be a safe way to get from the neighborhoods to the station. Perhaps a ped/bike bridge.
Air quality
Funding—just do it
More improvements in the Addams neighborhood
More street resurfacing
More skateparks
Skate park near Long Beach Blvd. and Del Amo
Basketball court or small soccer field in park at Locust and Plymouth
DeForest Park entrance is poorly paved, and you have to go under Long Beach Blvd. and there is a lot of homeless people there
Of all the parks you are going to build, which ones are skate parks? Most of the people in the neighborhoods don't want kids on the streets, property, etc. If there is no place to skate, then our only option is the streets.
Bike paths and widening the streets or sidewalks. Opening more areas for bike paths. Vacant lots should be little skate parks or small parks.
Speed bumps on San Antonio Dr. (between Long Beach Blvd. and Country Club Dr.) Also, on Pacific Ave. between Wardlow Rd. and San Antonio Dr.)
Forget the tree buffer at Hudson School facing the Terminal Island Freeway. Hudson needs a wall—contact Caltrans.
Storm drain restoration everywhere
Bike path restoration everywhere
Speed bumps on Pine Ave. (from Wardlow north) and San Antonio (east to Long Beach Blvd.). If you have a bike path (#17) you need to slow the short-cut traffic down. Many school age kids do ride on San Antonio.
Skate parks on the west side of LB. Skate parks on the North of LB (south of Jordan HS)
Paving of the currently unpaved alley between the 3400 blocks of Long Beach Blvd. and Locust Ave. This could be tied to item #25 since Wardlow Rd. is the southern terminus of this alley.
Residents should be given double-paned windows and air filtration systems if they are by freeways.
Maintenance of trees if planted
Lighting
Need more neighborhood parks where youth can have relevant activities. Skateboard, basketball.
Lighting
#18 and #24 should be one project
Connection between the south end of the Dominguez Gap wetlands project and the county property that connects the walking trail that parallels Del Mar Ave. in the Los Cerritos Park neighborhood.
Air quality issues from 710 freeway, Carson refineries and the ports
The lack of improvements planner for the area north of Del Amo to DeForest Park. And if improvements are planned will they be representative of the quality and consideration that has been shown in the area behind Virginia Country Club. I've notices that the pedestrian walkway was moved down the embankment so as not to disturb the golfers, yet the same courtesy was not extended to the residents of the trailer park south of Del Amo. Apparently their privacy isn't as important as that of the golfers and I'm sure that there are no such considerations planned for the residents north of Del Amo. That is, of course, if there are similar plans for that area at all. And what about the old Seventh Day Adventist school?
SE corner of Del Amo flood control. Park maybe?

1/11/2008

Landscaping of on/off ramp to and from I-710 (apart from tree buffer). Many on/off ramps from the 710 area an embarrassment. Example—offramp from 710 N. to Del Amo Blvd. East

Removal of trash from our streets and freeways should be a priority

Most of your meetings to discuss were Thursday nights when most of us in North have obligations

Between Del Amo and city limits (especially to South): 1. Why Class II bike paths limited on corridor? 2. Why corridor improvements not shown? 3. Why greening is nominal? 4. Why is Riverlink application/improvements so limited on these corridors? 5. Why aren't major bridge and corridor improvements and bike paths not of any significance at Del Amo South Market and Long Beach Blvd? Huge open area near Long Beach Blvd. and river is screaming for improvements

COMMUNITY LIVABILITY PLAN

Design Review Workshop #3

December 12, 2007

What are the three most important projects listed on the Neighborhood Improvements Map?	
Pacific Coast Highway Streetscape (#36)	••
Willow Streetscape (#31)	•
Anaheim Streetscape (#40)	•
Pacific Ave. Streetscape (#20)	•
Veteran's Park/Blue Line Bike Path (#28)	•
Riverlink projects	•
Hill Street Open Space Connector (#34)	•
Daisy Ave. Median (#32)	••
Parks, Greenbelts and Open Spaces Improvements	•
Los Cerritos Walking Trail (#18)	•
Wardlow Streetscape/405 Overpass (#25)	•
Wardlow Streetscape Improvements /710 Overpass (#56)	•
Pedestrian and Bicycle Improvements	•••
Wrigley Heights Park South (#22)	•
Wrigley Heights Park North (#19)	•
Neighborhood Services	•
27 th St. Alley Improvements (#57)	••
Alley Improvements (#14)	••
Los Angeles River Class II Bike Path (#35)	•
Have we left anything out that should be included on either the Neighborhood Improvements or the Corridor Improvements maps? Please explain.	
Bridge over 710 and river on Willow	
When alleys are turned into green spaces, you should consider closing off the ends with gates or something that neighbors have keys to so homeless don't hang out	
Consider doing something like the Millennium Park in Chicago—a park that goes over the freeway more than bridge but actually a very large area that can connect the west side of Long Beach to the east side. Create a green space and athletic areas—a real destination and the freeway can be under it, the river can be incorporated into it. A big vision that can change the face of Long Beach.	
The sound walls along the freeways are great, but is there a way to install some type of filtration devices on the walls to attract diesel particulates? This could be used in addition to greening the freeways.	
It would be nice to install solar power canopies along the LA River Bike Path. CSULB has installed these in some of their parking lots.	
Security concerns along the LA River and proposed parks need to be addressed.	
Access to bike path from Del Mar and North Virginia St. (just north of Los Cerritos School)	
A right turn only lane at Wardlow and Pacific Ave. eastbound west of Blue Line	
Problem of homes encampments in LA riverbed, especially south of PCH to Ocean Blvd.	
Security—police, camera on 710 to prevent crime	
Senior discount on parking meters etc. for walking exercise on shoreline beaches	
These little mini malls on the corner of Willow and Easy Ave, and Willow and Delta, they cause too many accidents and traffic jams	
A big problem with graffiti all over—by the 710 freeway between Willow and Hill, and by the 710 and Santa Fe, in the alleys	
If we want to get PCF tree'ed up by grant or otherwise do have to deal with Caltrans? Or the Port?	

1/11/2008

Replace the city engineer who says one thing and does the opposite—consistently, and he has decimated our urban forest!

Make the river bike path safe! Cops, cameras, lights, move the vagrants selling drugs, setting fires, and attacking residents and bicyclists.

Do not connect Hill St. over the river. That would make Riverlink Crimelink.